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CHARGE AGAINST YEO DROPPED

THE "WATER" CASE

NOLLE PROSEQUI ENTERED BY
ATTORNEY-GENERAL

INDICTMENT WITHDRAWN

The "China Mail" is officially informed that Carvalho Yeo (who is also known by a number of aliases) is not to be tried in what is known as the "water accounts case."

On Oct. 15 he was committed to stand his trial at the Criminal Sessions, it being alleged against him that while he was employed at the Treasury as a clerk he embezzled \$15,300 between Dec., 1923 and Sept., 1927.

It is noteworthy that the dates mentioned are prior to the period mentioned in the "cheque forgery" trial, in which he was convicted by a special jury.

In the November Session list, there were six counts in the "cheques" case, three of forgery and three of "uttering." He was found not guilty of forgery and guilty of "uttering," being sentenced to ten years' hard labour on each count, concurrently, that is ten years in all.

Two Counts

The "water accounts" indictment comprised two counts, one of forgery of a valuable security, to wit, a receipt; and the other of falsification of accounts.

When the Sessions trial concluded on Dec. 6, the second indictment was allowed to stand adjourned sine die.

Then, on Dec. 21, the Full Court disposed of the point reserved from the Sessions, raised by the defence, that the Puisse Judge (Mr. Justice Jacks) should have acceded to the request for production of the Police file. Carvalho addressed the Court but the sentence was allowed to stand.

When the "reserved" point had been dealt with, the Attorney-General (the Hon. Sir Joseph Kemp, C.B.E., K.C.) entered a nolle prosequi and the "water accounts" indictment against Carvalho Yeo was, accordingly, withdrawn.

Insofar as Carvalho Yeo's commitment by the Police Magistrate, in the "Treasury cheques" and "water accounts" cases, is concerned, his appearance in the Criminal Courts has therefore concluded.

KIDNAPPED DOCTOR

CHINESE FAILS TO
ATTEND

EXTRADITION CASE

Two weeks ago proceedings were started before Mr. R. E. Lindell, at the Central Magistracy, for the extradition to Canton of a Chinese charged with the alleged kidnapping of a Chinese doctor in a village near Canton, who was stated to have been held for some days and then handed over to his relatives blindfolded after a certain sum of money had been paid as ransom.

All the evidence, given before his Worship was by third parties, and Mr. Lindell gave an adjournment for the kidnapped doctor's nephew to go to Canton to fetch the man to give evidence against the alleged fugitive.

This morning the nephew deposed that he found the uncle living in the outskirts of Heungshan, but as he was suffering from internal injuries and a bad foot, and it was impossible for him to come down. The Magistrate gave a further adjournment in order to review the available evidence.

LANDLORD WINS

EUROPEAN SUE FOR
RENT

Mr. H. Rutonjee, No. 39, Hailphong-road, Kowloon, obtained judgment against Mrs. Webb, No. 2, Banoo Buildings, Hankow-road, in the Summary Court this morning for the sum of \$887.96 being rent for three months of a furnished flat at Banoo Buildings. Mr. F. X. d'Almeida, senior, was for Mr. Rutonjee, while Mrs. Webb was not present in court, neither was she legally represented.

Madrid, Yesterday.—A contract has been signed under which all the Shell group's petroleum installations in Spain will be taken over by a Spanish petroleum monopoly against payment of \$110,000.—Reuter.

CHIEF JUSTICE SITS IN IMPORTANT REPORT SUMMARY

A RARE OCCASION

PUISE JUDGE HAS TOO MANY
CASES IN DIARY

LOCAL CIVIL ACTIONS

His Honour the Chief Justice (Sir Henry Gollan, Kt., Bt., C.B.E., K.C.) sat in the Supreme Court in Summary Jurisdiction this morning—a rare occasion in the annals of Hong Kong's legal history, excepting, of course, during the summer vacation of four weeks, when (as Sir William Rees-Davies, Sir Henry's predecessor, did), the Puisse Judge is absent and the Chief Justice functions in his stead.

The cause to-day is the congestion in local civil actions of under \$1,000, which has led to his Honour the Puisse Judge (Mr. Justice Jacks) having his diary full.

While Mr. Justice Jacks sat in his own Court, Sir Henry Gollan disposed of three cases against one defendant, the Hang Loong firm, and Liu Lim (managing partner), No. 13, 13, Po Leung Kuk (New-street). Judgment was given for plaintiffs as follows:—

Yee Chun firm, No. 78, Connaught-road-West: \$210.46.
Hop Shing Co., No. 187, Des Vaux-road West: \$197.41.
Tai Shing firm, No. 19, Eastern-street: \$896.62.

Partnership was denied unsuccessfully and his Lordship said that defendant had lied about one thing and probably lied about another.

Mr. C. A. S. Russ was for plaintiffs.

(Reports of other Summary cases appear elsewhere in this issue.)

HERE BEFORE

BANISHEE DOESN'T LIKE THE
BIRCH

STORY OF A JUNK

The returned banishee who yesterday gave Mr. R. E. Lindell the ingenious excuse that his presence in the Colony was due to the snapping of a mast of his junk, which was forced to put in here for repairs, was again before the Court this morning.

Detective Sergeant McEwen, of Shaikwan Police Station, said that police inquiries revealed that the accused had, in fact, arrived here in a junk, and that he had slept a night in Shaikwan previous to his arrest. No evidence could be found, however, of any junk having had its mast repaired here. The junk which had brought the accused from Fing-foi had since departed.

Sub-Inspector Vincent, in charge of Police Records, said that in 1925 accused served a sentence for returning from banishment and was again sent away. He had originally come to the Colony with a gang of armed robbers and was arrested with firearms in his possession.

His Worship passed sentence of ten months' hard labour and 20 strokes of the birch, directing that accused should do 12 months if it were found that he was unfit to receive the strokes.

Accused: I would rather do 12 months.

Mr. Lindell: I should imagine you would!

MR. LLOYD KAY

DIES AT FRENCH HOSPITAL
TO-DAY

We regret to announce the death of Mr. Lloyd Kay, chief wharfinger of the Kowloon Docks, who passed away at the French Hospital shortly before two o'clock this afternoon. He leaves a widow and one son.

The late Mr. Kay, a master mariner, was a native of St. John, Nova Scotia, and the author of several sea stories. He served his early years in sail. Death was the result of complications following an operation for appendicitis. He was about 47 years of age and had been with the Wharf and Godwin Company a number of years. Of an extremely retiring disposition, he was not very well known in the Colony except to a few personal friends.

British exports of cotton and artificial silk for the first ten months of last year valued at \$2,487,117—an increase of \$1,874,078 over the corresponding period of 1927.—Reuter.

TWO ADMIRALS HERE TOGETHER

FRENCH ARRIVAL

FAR EAST FLEET COMMANDER
LANDS

RECEPTION TO-MORROW

Two admirals of flag rank—other than British—are in Hong Kong together.

Yesterday Rear-Admiral A. ten Broek, Hoekstra, Commander-in-Chief of the Netherlands-India Fleet, arrived on an official visit of six days, on his flagship, the cruiser "Java."

The cruiser "Jules Michelet," flagship of Rear-Admiral Stotz, Commander-in-Chief of the French Fleet in the Far East, arrived in Hong Kong harbour this morning and the customary salutes were exchanged with the port, the Services and the Netherlands visitor.

Rear-Admiral Stotz made an official landing at Queen's Pier this morning, where he was met by Captain A. J. L. Whyte (Alde-de-Idem).

CHANGES HANDS

"Sinwansap" Passes To
Chinese

A group of Chinese bankers has bought doctor J. C. Ferguson's controlling interest in the "Sinwansap," with which Dr. Ferguson has been connected since 1889. The Hollington K. Tong (Tung Hsien-kung) acted an intermediary.

The "China Press" states that the consideration involved is reported to be \$800,000.—Reuter.

Camp to H.E. the Governor), Major J. F. W. Allen, M. C. (D.A.A. and C.G.), representing H.E. the Governor, Commanding the Troops, South China (Major-General C. Luard, C.B., C.M.G.) and Monseigneur M. G. Dufour de la Prade (French Consul-General in Hong Kong).

Guard of Honour

The distinguished visitor was accompanied by Commander de Badens, Flag Officer, who also acts as secretary and aide-de-camp to His Excellency.

A guard of honour and the band of the 3rd-15th Punjab Regiment was drawn up on the Praya and in Statue-square. The band played the "Marsellaise," the French national anthem, on the guard presenting the "general salute." After inspecting the guard of honour, Rear-Admiral Stotz, who sat with the Consul-General, drove to Governor's House to pay an official call on H.E. the Governor. (Sir Cecil Clementi, K.C.M.G.).

Rear-Admiral Stotz embarked at Queen's Pier to return to his ship and was followed shortly afterwards by H.E. the Governor who returned the call and who, on leaving the "Jules Michelet," was saluted with 17 guns.

Official Reception

While the "Jules Michelet" guard of honour was drawn up prior to the official landing, Major-General Luard, accompanied by Lt. R. Q. F. Johnston, (Alde-de-Camp), landed at the pier after paying an official call on Rear-Admiral Hoekstra on the "Java."

Capt. Charney Lamotte is Captain du Frigate (Flag Captain) and Capt. de Valaseau the commanding officer on the "Jules Michelet."

Mons. de la Prade is holding an official reception at Victoria Lodge, Peak-road, at 5 p.m. to-morrow, in honour of the visitor.

Like "Java," the French ship was present at the naval review at the coronation of H.E. the Emperor of Japan.

The "Jules Michelet" was launched in 1905. She is a four-gun cruiser of 12,700 tons. She is being replaced by the "Waldeck-Rousseau" and these two types of ships are expected to meet in Hong Kong about 1930. When Rear-Admiral Stotz leaves over to a new command, the "Jules Michelet" will be replaced by the "Albatros."

St. Raphael, Yesterday.—A three-masted schooner, which was the "Argo," last night, crashed on a beach of 800 feet long miles out to sea. The five officers, who were on board, were rescued and taken to the shore. The schooner was carrying a cargo of sugar.—Reuter.

YANG SEN RETIRING EASTWARD

A DECISIVE DEFEAT

OFFICERS' FAMILIES ARRIVE AT
ICHANG

TROOPS ALSO MOVING DOWN

A Royal Naval communiqué from the Upper Yangtze River, dated Tuesday, reads as follows:—

"It is reported that General Yang Sen's principal military officials and families, together with a considerable number of troops, have arrived at Ichang."

"It is also reported that Yang Sen has been definitely defeated by General Liu Hsiang."

Pushed Back

Yang Sen advanced westward into the heart of Szechuan province against Liu Hsiang. Minor war-barrons who promised aid did not rise to the occasion. Yang Sen was pushed back and lost Wanhien. The foregoing message indicates that he cannot even retain a footing in Szechuan province and has had, therefore, to retreat eastwards, downriver, on Ichang, which is about 200 miles from the last scene of fighting.

Ichang, however, is in Hupeh province, under the suzerainty of the Kwangsi Nationalist Generals at Hankow. It remains to be seen whether they will permit Yang Sen to seek sanctuary in their territory.

A Reuter cable via Shanghai confirms the R.N. communiqué and adds that Liu Hsiang's defeat of Yang Sen was decisive.

CARELESS TENANTS

DANGEROUS EXPOSURE OF
INFLAMMABLE GOODS

COURT CASES

In spite of the fact that fires have frequently broken out in the Colony during the winter season, many of the inhabitants are still careless as to the handling of inflammable substances. In the Kowloon Magistracy, this morning, a number of people were fined by Mr. E. W. Hamilton for exposing fireworks in their premises.

Fixing Fuses

A woman, living at No. 586 Reclamation-street, appeared in the dock to answer one charge.

According to the police officer prosecuting, the defendant, it was alleged, was engaged in fixing fuses in the fireworks when, apparently, owing to carelessness, the substance caught fire yesterday and the fire engines turned out in response.

Remark that this was a serious case, as it might not only have destroyed the belongings of the defendant, but also those of others, his Worship imposed a fine of \$25 or, in default, 3 weeks' hard labour.

In another case, the defendant, who lives at No. 57, Hailphong-road, a joss paper shop, was summoned under the same offence on two charges. It was reported that two European sergeants had visited places in succession, but the defendant, in spite of the fact that he had been warned by the first officer still neglected the warning when the second officer visited the place. A fine of \$50 was imposed.

The tenants of No. 31, Portland-street, No. 52 and 58, Hailphong-road were each fined \$25 for a similar offence.

UP GUARDS!

LOCAL CRICKET TEAM
MOOTED

A meeting of the Guards Association of Hong Kong and South China was held at Lane & Crawford Restaurant on Tuesday last.

Among other matters discussed was the possibility of the Association being able to raise a cricket team. It was suggested that there was not a larger attendance at the meeting, so that the matter could have been more fully gone into, as it is known that a number of the members are anxious to form a team and the belief is expressed that a side picked from the Association would be able to give a good account of itself in local cricketing circles. Members who were unable to attend the meeting and who wish to play should communicate with the Honorary Secretary.

1ST SOMERSET L. I. "DELAYED"

DUE TO-MORROW EVE

TO GO INTO SHAMSHUPO
HUTMENT

NAVAL RELIEFS HERE

H.M.'s transport, "City of Marcellis," with the 1st Battalion Somerset Light Infantry and families on board, also drafts for the two China Commands, has been delayed on her way up from Singapore, probably on account of the monsoon.

The 1st Somersets are coming here from Egypt to replace the 1st Battalion the Queen's Royal Regiment, which is to proceed home.

When the transport arrives—she is due here at 5 p.m. to-morrow instead of this evening—she is to go alongside the Godown Co.'s wharf at Kowloon. On disembarking, the new battalion is to be quartered in the Shamshuipo hutment.

New Crews

From Hong Kong, the "City of Marcellis" will proceed to Shanghai to take the 2nd Battalion the Scots Guards home.

H.M.S. "Concord," the cruiser out from home with reliefs, has brought a half crew for H.M.S. "Tamar," the receiving ship, and a whole crew for H.M.S. "Herald," the surveying ship. "Concord" leaves for home on Saturday week with relieved detachments.

H.M.S. "Cumberland," a cruiser on a visit to Malaya, left Singapore yesterday for Penang. H.M.S. "Magnolia," a sloop, left Tsingtao for Wei-hai-wei, in Shantung province.

ADVICE REJECTED

MAGISTRATE AND YOUTH'S
SISTER

COURT ARGUMENT

This morning a Chinese youth was charged before Mr. R. E. Lindell, at the Central Magistracy, with the larceny of a quantity of female clothing worth \$120 from No. 2, Cadogan-street, West Point, on January 4. He pleaded "guilty."

His Worship inquired how the accused had got at the property, and the police stated that he was the complainant's brother. Complainant and her mother lived at the house in Cadogan-street, and the accused lived elsewhere.

Between December 23 and January 4, accused visited the mother whilst the complainant was away in Macao. Whilst the mother was away at market, the accused was left alone in the house. When she returned he was gone. On the complainant's return from Macao she found her clothing missing.

Accused came to the house again on the 8th whereupon she seized him and handed him over to the police. Accused took the police to a house in Bridges-street where he produced six pawn tickets relating to the clothing which had been pawned for \$17.

A Good Boy

The mother said that the accused had previously been a good boy, whereupon the Magistrate, having ascertained that the police had no record of him, offered to give the accused a chance if the mother would agree to sign a bond in the sum of \$100 to guarantee his good behaviour for 12 months.

The mother agreed to sign the bond.

His Worship then discharged the defendant on the mother's bond, and directed that the pawn tickets be handed over to the sister (complainant).

Addressing his Worship, the complainant said that she was afraid if he let the accused go he would commit thefts again.

Mr. Lindell: If he does, your mother will suffer and he would be dealt with severely. Surely, you don't like to see your brother go to jail?

Complainant replied that relationship was out of question. The clothing she said, had been stolen in two lots. Anyone could see from his ways that accused was a bad character, and she suggested that his Worship was setting a bad example by letting him go like that.

Mr. Lindell remarked that it was the complainant who was setting a bad example, a sister who wanted to see her own brother in jail.

Complainant was proceeding to argue further when his Worship said: "That all right, I would have allowed that, but I won't have any more of this kind of thing."

KING'S "GREAT LOSS OF STRENGTH"

"UNCHANGED"

CONDITION NOW REGARDED AS
"SATISFACTORY"

STATIONARY PERIOD

London, Yesterday.

A British wireless message says: It was stated at Buckingham Palace to-day that there was still no material change in the condition of H.M. the King, who had had a fairly restful night.

The King's condition has been unchanged now for three days, and it is understood that the position is still regarded with satisfaction. The more or less stationary period which the King has entered upon is in accordance with anticipation.

It is again emphasised that progress must of necessity be very slow, because of the great loss of strength through the long and exhausting illness.

A Quiet Day

The following bulletin was issued at 8.15 to-day.

"The King has had a quiet day. The local condition makes steady progress and there is a slight increase of strength. No further bulletin will be issued till to-morrow evening."

Signed: Stanley Hewitt, Hugh M. Rigby, Dawson of Penn.

The Visit to Japan

It is authoritatively stated that until the King has recovered, nothing definite will be decided regarding the fulfilment by the Duke of Gloucester of his proposed visit to Japan to hand to the Emperor the insignia of the Order of the Garter, bestowed on him by the King.

"Satisfactory"

Although no improvement in the King's condition has been noted since Sunday, Reuter understands that the position is still regarded as satisfactory, and the air of hopefulness which has prevailed at the Palace for a couple of days is still unchanged.

It is thought that the reduction of the number of bulletins to one, issued at night, will become the usual procedure, and this is taken as proof of the growing confidence on the part of the doctors that His Majesty's condition is now less liable to setbacks than hitherto.—Reuter.

THE CUSTOMS

CAMPAIGN AGAINST MR.
EDWARDS

Shanghai, Jan. 7.

Vicious attacks continue to be made on Mr. A. H. F. Edwards in an effort to force through Government councils, the acceptance of his resignation as Officiating Inspector-General of the Chinese Maritime Customs. Most of the attacks clearly bear the marks of inspiration and, when they appear in the vernacular Press, are usually credited to news agencies.

A propaganda campaign has been started to convince the Chinese that the appointment of Mr. Ma to the Inspectorate-General would be advantageous to China because on account of age he would have to retire in two years and that, at the end of that time, it would be easy to appoint a Chinese Inspector-General. In fact, in Chinese circles the name is freely given of the man who is said to have inspired this propaganda and who is said to aspire to be the first Chinese Inspector-General. The attacks on Mr. Edwards have little to do with the Customs problem, say the Chinese, but have become involved in the efforts of a Chinese official "to succeed to Mr. Edwards' position in the course of two years."

A VAST CONCERN

NEW COMMUNICATIONS
COMPANY

London, Yesterday.

With the approval of all the Governments concerned, the Boards of the Eastern Associated Telegraph Companies have nominated Sir Basil Blackett, chairman, and Earl Clarendon, a director of the proposed Communications Company.—Reuter.

wanted to see her own brother in jail.

Complainant was proceeding to argue further when his Worship said: "That all right, I would have allowed that, but I won't have any more of this kind of thing."

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THREE-ROOMED
UNFURNISHED
MODERN EUROPEAN FLATS
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AT REDUCED RENTALS
Motor road up to flats
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Apply:—
Messrs. BUTTERFIELD and
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YOUR VISITING CARDS neatly and promptly printed.—"China Mail" Office, No. 8a, Wyndham St. Telephone Central 22.

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WESTOVER — STEVENAGE
Within an hour from London. In healthy neighbourhood. **SCHOOL FOR GIRLS and SMALL BOYS.** A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:
MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers' Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, the 14th January, 1929,
commencing at 11 a.m.,
at No. 2, Carnarvon Building,
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A Quantity of
**VALUABLE HOUSEHOLD
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All lots must be cleared on Day
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On View from Sunday, the 13th
January, 1929.
Catalogues will be issued.
Terms:—Cash on Delivery.

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Auctioneers.
Hong Kong, 9th Jan., 1929.

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THE HONG KONG SPORTING
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Developing, Printing and
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Price Moderate.

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NOTICES.

THE HONG KONG ELECTRIC
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Reduction in price of current.

AS FROM JANUARY 1st, 1929,
the Price of Current Supplied
for the following Services will be
REDUCED to 5 CENTS per unit:—

1. Three phase and single phase motors exceeding ¼ h.p. (single phase lift motors and motor generators excepted).
2. Three phase lift motors.
3. Domestic heating and power when supplied through the Company's standard connecting plugs (particulars of which may be obtained at the Head Office).

GIBB, LIVINGSTON & CO., LTD.,
Agents.
Hong Kong, 1st Jan., 1929.

THE HONG KONG JOCKEY CLUB**ANNUAL RACE MEETING.**

25th, 26th, 27th February and
2nd March, 1929.

DRAFT PROGRAMME and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.
Hong Kong, 15th Dec., 1928.

THE HONG KONG & SHANGHAI BANKING CORPORATION

NOTICE IS HEREBY GIVEN that an Extraordinary Meeting of the Shareholders of the Hong Kong and Shanghai Banking Corporation will be held on Saturday, the 2nd day of February, 1929, at 12 o'clock noon at the City Hall Victoria in the Colony of Hong Kong for the purpose of considering, and if thought fit, passing the following resolution, viz:—

That the Directors of the Hong Kong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take all such steps as may be necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hong Kong and for the enactment of the same by the Governor of Hong Kong with the advice and consent of the Legislative Council thereof, in the terms of a print which, for the purposes of identification, has been signed by the Chief Manager of the Corporation, in substitution for the existing Ordinances (except as in such print is mentioned) and Deed of Settlement of the Corporation.

AND NOTICE IS HEREBY ALSO GIVEN that a further extraordinary meeting of the shareholders of the Corporation will be held on Saturday, the 23rd day of February, 1929, at 12.45 in the afternoon at the same place for the purpose of receiving a report of the above mentioned meeting and of considering, and, if thought fit, confirming the above resolution in accordance with Article 96 of the Corporation's Deed of Settlement.

Dated this 1st day of January, 1929.

By Order of the Directors,
A. C. HYNES,
Chief Manager.

Note:—A copy of the proposed New Ordinance can be seen during the usual banking hours (Sundays, Public and Bank Holidays excepted) in Hong Kong at the Head Office of the Corporation or at the offices of Messrs. Johnson, Stokes & Master, Prince's Buildings, Solicitors to the said Corporation, and in Shanghai at the Office of the Corporation, from the date hereof until the date of the above mentioned confirmatory meeting.

"CHINA" LADIES' HAIR DRESSING SALOON.

Head Office:—25, Des Voeux Road Central. Tel. C. 3284.

First Branch:—No. 5, D'Aguiar Street. (For Ladies only) (Telephone No. C. 6224)

Second Branch:—No. 25, Queen's Road Central. (For Ladies & Gents.) (Near Ground floor of Kowloon Building)

Your visit is cordially welcomed when you will see that our trained Female Hair Dressers give you every satisfaction.
Business Hours:—
8 a.m. to 7 p.m. on weekdays
12 noon to 6 p.m. on Sundays
Hong Kong.

PUBLIC AUCTIONS.

G. R.
 R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 14th day of January, 1929, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Boundary Measurements	Content in Square Feet	Annual Rental	Upset Price
N. S. E. W.	ft. ft. ft. ft.	ft. ft.	ft. ft.
As per sale plan.	16,000	110	8,000

PARTICULARS OF THE LOT.
As an experiment, the wave-length of G.O.W. will from to-day be 350 metres instead of 300 metres.

PARTICULARS & CONDITIONS
of the Sale by Public Auction to be held on MONDAY, the 14th day of January, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsiu, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Boundary Measurements	Content in Square Feet	Annual Rental	Upset Price
N. S. E. W.	ft. ft. ft. ft.	ft. ft.	ft. ft.
As per sale plan.	2,100	24	2,100

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The Yuen Wo Seamen's Institute always has men available to ship as watchmen, seamen, &c.

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Please phone or call:—
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C.2560—No. 36, Tung Man Street.

FELIX HAT SHOP

"The Little Shop round the corner"
HATS of DISTINCTION to suit all occasions—
morning, afternoon and evening.
10, House B.

TO-DAY'S RADIO

BROADCAST BY
G.O.W.
ON 800 METRES

The public are notified that all wireless receiving licences issued during 1928 expired December 31, 1928.

Licences may be obtained at the licensing section of the Government Radio Office on the ground floor of the P. & O. Building in Des Voeux Road Central.

The licensing fee for the current year is five dollars.

Receiving licences are issued to any person regardless of nationality upon payment of the fee.

The following programme will be broadcast to-day from the Government radio station on the Peak, the wave-length being 800 metres. The call sign of the station is G.O.W.

As an experiment, the wave-length of G.O.W. will from to-day be 350 metres instead of 300 metres.

5.30 to 6.30 p.m.—Demonstration Programme.
7.45 p.m.—Evening Weather Report.

8.10 p.m.—Evening Programme (Columbia Records).
"Utopia Ltd." Selection.
Regimental Band of H.M. Grenadier Guards.

"The Trumpeter,"
"On The Road To Mandalay,"
Robert Howe, Baritone.

"My Boy's Career,"
Milton Hayes, Entertainer.
"Didn't I Tell You?"
"Can't Help Lovin' Dat Man,"

Aunt Jamima Contralto.
"A Midsummer Night's Dream," (Mendelssohn).
New Queen's Hall Orchestra.

"Our Lizzie Gets a Gramophone,"
"Our Lizzie Gets a Gramophone,"
Helena Millais, Entertainer.

"Wine, Women & Song," (Strauss).
"Hungaria,"
Zygyfied and his Gipsy Orchestra.

"I Love The Moon,"
"Two Eyes Of Grey,"
Squire Octet.

"Johnny Came Down To Hilo,"
"The Hog's Eye Man,"
"We're All Bound To Go,"
Raymond Newell with chorus.

Introduction & Pelnaisie, "Mignon,"
Squire Octet.
"I'm 94 To-day,"
"I Belong To Glasgow,"

Will Fyffe Scottish Comedian.
Selections from "Tannhauser,"
Royal Guards Band.

"Two Black Crows,"
Moran and Mack in further adventures.

"Sir Harry Lunder Medley,"
Regimental Band of H.M. Grenadier Guards.

"The Druid's Prayer,"
"Valse September,"
Court Symphony Orchestra.

"The Parson And The Collection,"
Monologue, Vivian Foster.
"Passing By,"

"The Long Day Closes,"
The Salisbury Singers.
Fantasia in G Minor (Bach), Organ Solo.

Edouard Commette.
"How's That?"
A Miniature Revue in two acts,
Emmy Joyce,
Billy Leonard,
Mark Daly and Company.

Orchestra conducted by Stanley Holt.
10.10.—News Bulletin.
An Old Time Music Hall.

Chairman:—Chance Newton
The Variety Singers and
Charlie Coburn.

"Daisy Daisy,"
(Katie Lawrence).
"She was one of the early Birds,"
(George Beauchamp).

"Daddy wouldn't buy me a Bow-Wow,"
(Vesta Victoria).

"A Great Big shame,"
(Gus Elen).
"Down the Road,"
(Gus Elen).

"Away went Polly,"
(Gus Elen).
"The Man who broke the bank at Monte Carlo,"
(Charles Coburn).

"Little Dolly Day Dream,"
(Eugene Stratton).
"Two Lovely Black Eyes,"
(Charles Coburn).

"Beer, Beer, Glorious Beer,"
(Harry Anderson).
"Ask a Policeman,"
(Jimmy Fawn).

"At Trinky Church,"
(Tom Costello).
"Seventh Royal Fusiliers,"
(Charles Godfrey).
"God Save The King."
10.30 p.m.—Close Down.

John Riley, aged 34, labourer, was acquitted at Swansea Assizes when for the second time he was indicted on a charge of murdering Maria Payne, at Swansea, on September 25, the jury having disagreed and been discharged at the first trial.

The annual supper and fancy dress ball of the Music Hall Ladies Guild in aid of the orphan children and blind and deafening poor of the district was held at the Music Hall, London.

A KING'S NEPHEW

GLITTERING WEDDING IN
AMERICA
COST ABOUT \$150,000

New York.—Miss Estelle Romaine Manville became the bride recently of Count Folke Bernadotte of Visborg, nephew of the King of Sweden, in a military ceremony that glittered with wealth and gay uniforms, and cost, it is estimated, at least \$150,000.

The ceremony of uniting the daughter of an American capitalist, known here as the "Asbestos King," with a member of the reigning house of Sweden, was attended by members of Swedish royalty and nobility and a notable array of American society. In the small Episcopal Church of Pleasantville, a distant suburb of New York, there was only room for 250 invited guests, but in the French chateau belonging to the bride's parents, also situated at Pleasantville, a reception for over a thousand guests took place.

Dr. Ernest Stires, Bishop of Long Island, officiated. Modern lighting was shut off and hundreds of red candles cast a soft glow over the scene. Count and Countess Bernadotte were to attend at White House a luncheon given by President and Mrs. Coolidge to Prince Gustavus Adolphus, eldest son of the Crown Prince of Sweden, who acted as the Count's best man at the wedding.

The bridegroom, as well as the other Swedish members of the wedding party, wore the sky-blue silver-trimmed uniforms of the Royal Horse Guards of Sweden.

Fifteen Detectives on Guard
Miss Manville arrived at the church with her father and mother. She wore a trailing gown of ivory-white velvet, made in the Princess style, and with its two pointed trains connected by a wide panel of rare old Italian lace. Her veil was old Brussels lace, and was inherited by Count Folke Bernadotte from his grandmother, the late Queen Sophia of Sweden. With it she wore a coronet of crystal silver specially made by the Swedish Court Jeweller.

Pleasantville, with its few thousand inhabitants, made public holiday. The wedding cake, 5ft high, was made in terraces like a little sky-scraper, and was decorated with sugar statuettes. Fifteen detectives guarded the costly array of wedding gifts, which included a diamond-set brooch, with two antique pearls, sent to the bride by the King of Sweden. Count Bernadotte's gift to the bride was a diamond and platinum crown, which she will wear for presentation at the Court.

After a tour of the United States the Countess will start house-keeping at Stockholm apartment with thirty-nine sets of silver inherited from her ancestors. The American Manvilles claim descent from Geoffrey de Magnavill, of the Duchy of Magnavill, in Normandy, an ally of William the Conqueror.

WIFE'S WAGES

FOR WORK IN MARRIED
LIFE

Milwaukee.—Has a wife—or a woman who has lived for years with a man, believing herself to be legally wedded to him—the right to wages for the work she has done for him during the period of cohabitation?

This thorny problem will have to be decided by the local courts. After eleven years, Mrs. Mary Frederick, of this city, has obtained information causing her to believe that she never was really married. As a result she has brought a suit for annulment, asserting that her husband, Jacob, a baker, had a wife living at the time he went to the altar with her in St. Louis in 1917.

She is also demanding wages from Jacob during the time she lived with him as his wife. She says a reasonable value of the work she performed as manager and clerk of his bakery shop is \$1,000.

No alimony can be awarded in annulment.

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CARDINAL BOURNE

AND A "FAIR-MINDED
MINISTER"

Cardinal Bourne, Roman Catholic Archbishop of Westminster, dedicated and blessed the St. Bernard's Catholic Central School in Baker-street, E. "I should like to bear testimony," he said, "to the fair-minded action of the Board of Education under its present President. No one has ever acted more fairly towards the non-provided schools than Lord Eustace Percy, and I regret very much that there is undue criticism of the action of the Board."

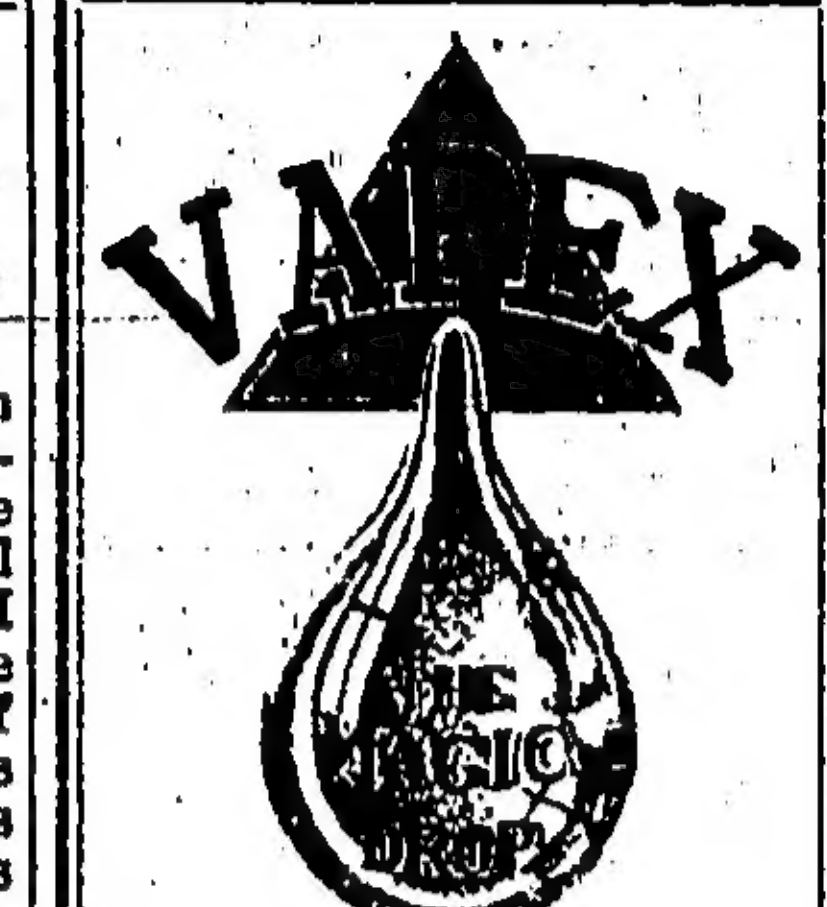
"In removing schools from the 'black list' the Catholic Church in proportion to its means has done more than any other community, not excluding the local education authorities, with the public purse at their disposal."

"The Hadow report is good in parts, but there are many things in it extremely debatable, and I hope that no attempt will be made to carry the whole of it into effect until it has been considered by all those who have the right to express their opinion upon it."

"Personally I say frankly I am favourable to the selective central school. With regard to the non-selective central school I am not so sure."

The Cardinal's letter on ecclesiastical education, in which he appeared for aid to complete in the near future the unfinished theological seminary at Old Hall, Ware, was read recently in all Roman Catholic churches in the diocese.

The famous 17th-century Old House at Hereford, with which is associated the names of Garrick, Kemble, and Mrs. Siddons, has been presented to the city by the directors of Lloyds Bank, Limited, and £1,500 is required to put it into its original condition.



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The Eyrie	1725
Peak Hotel	1805
Talkoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Taimoshan	3124
Taimoshan Mainland	3124
Kowloon Peak	1971

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TENYO MARU Wednesday, 23rd January.
KOREA MARU Wednesday, 30th February.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
ATSUTA MARU Saturday, 12th January.
KASHIMA MARU Saturday, 26th January.
HAKONE MARU Saturday, 9th February.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU Wednesday, 23rd January.
MISHIMA MARU Wednesday, 20th February.
BOMBAY via Singapore, Penang, & Colombo.
AWA MARU Saturday, 12th January.
HAKODATE MARU Monday, 28th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.
ANYO MARU Friday, 1st February.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
BINGO MARU Monday, 28th January.
NEW YORK via PANAMA.
TATSUNO MARU Sunday, 27th January.
ATAGO MARU Saturday, 2nd February.
LIVERPOOL via Port Said, Geneva, Marseilles.
DUBBAN MARU Monday, 21st January.
CALCUTTA via Singapore, Penang & Rangoon.
TOKUSHIMA MARU Tuesday, 22nd January.
BENGAL MARU Wednesday, 30th January.
SHANGHAI, KOBE & YOKOHAMA.
KAWACHI MARU (direct Kobe) Sunday, 13th January.
KAWACHI MARU (Moji direct) Monday, 14th January.
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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.
ATLAS MARU Friday, 8th February.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.
MONTEVIDEO MARU Friday, 8th February, 1929.
BOMBAY—Via Singapore & Colombo.
CHIKU MARU Saturday, 19th January, 1929.
HONOLULU MARU Sunday, 3rd February.
(Calls at Penang & Karachi).
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR
& MOHABASA—Via Singapore & Colombo.
CHICAGO MARU Tuesday, 5th February.
CALCUTTA—Via Singapore, Penang & Rangoon.
BORNEO MARU Friday, 18th January.
SEATTLE MARU Friday, 1st February.
(Calls at Belawan, Deli & Singapore).
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports From
Shanghai.
PARIS MARU Wednesday, 16th January.
ARABIA MARU Tuesday, 22nd January.
MELBOURNE—Via Manila, Brisbane & Sydney.
HIMALAYA MARU Wednesday, 6th February.
SAIGON—Via Hothow.
MENADO MARU Thursday, 17th January 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.
HAMBURG MARU Middle of January.
JAPAN PORTS.
AMAZON MARU Tuesday, 15th January.
SOURABAYA MARU Wednesday, 23rd January.
GANGES MARU Friday, 25th January.
KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 13th January Noon.
CANTON Sunday, 20th January Noon.
TAKAO—Via SWATOW & AMOY.
TAKAO & KEELUNG.
SOURABAYA MARU Friday, 25th January, 1929.
For further particulars, please apply to—OSAKA SHOHEN KAISHA.
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SHIPPING SECTION.

THREE-MILE LIMIT

INTERESTING POINT IN
PILOTAGE LAW
AN UNUSUAL COURSE

An interesting point in regard to pilotage law was raised before the Liverpool Stipendiary Magistrate. For the defence, Mr. Cafferata (Messrs. Weightman, Pedder and Co.) raised the plea that as the place where the alleged offence against the pilotage regulations of the Mersey Dock Board occurred was outside the three-mile limit, it did not come within the jurisdiction of the Act by international law. The defendant was Thomas Harrison Moorsom, master of the steamer "Marlwood" (3,000 tons) and he was charged on two informations—with having, on Nov. 3, navigated the ship in the Liverpool district, a district in which pilotage is compulsory, after a licensed

He still approached the "Marlwood," and when he came within speaking distance he hailed the captain, asking him to stop in order to take a pilot as pilotage was compulsory. From the "Marlwood" the reply received was in the negative, and witness added that when the vessel got to Liverpool the master would be prosecuted. To that message a reply in the negative was received. After chasing the "Marlwood" for half-an-hour, hailing it three or four times, and signalling during the whole of the time, witness gave up.

According to The Log Mr. Cafferata pointed out to witness that according to his log his pilot boat was, at the time mentioned, more than three miles from land. The witness agreed that it was more than three miles from the nearest land, and he thought he said to the defendant "Look at your sailing directions." He said that in response to the query of the de-

the law, but he pleaded in mitigation that he had some ground for thinking that beyond the three-mile limit he was not bound to take a pilot. The defendant had only once before come to Liverpool, and on that occasion he approached it from a different direction.

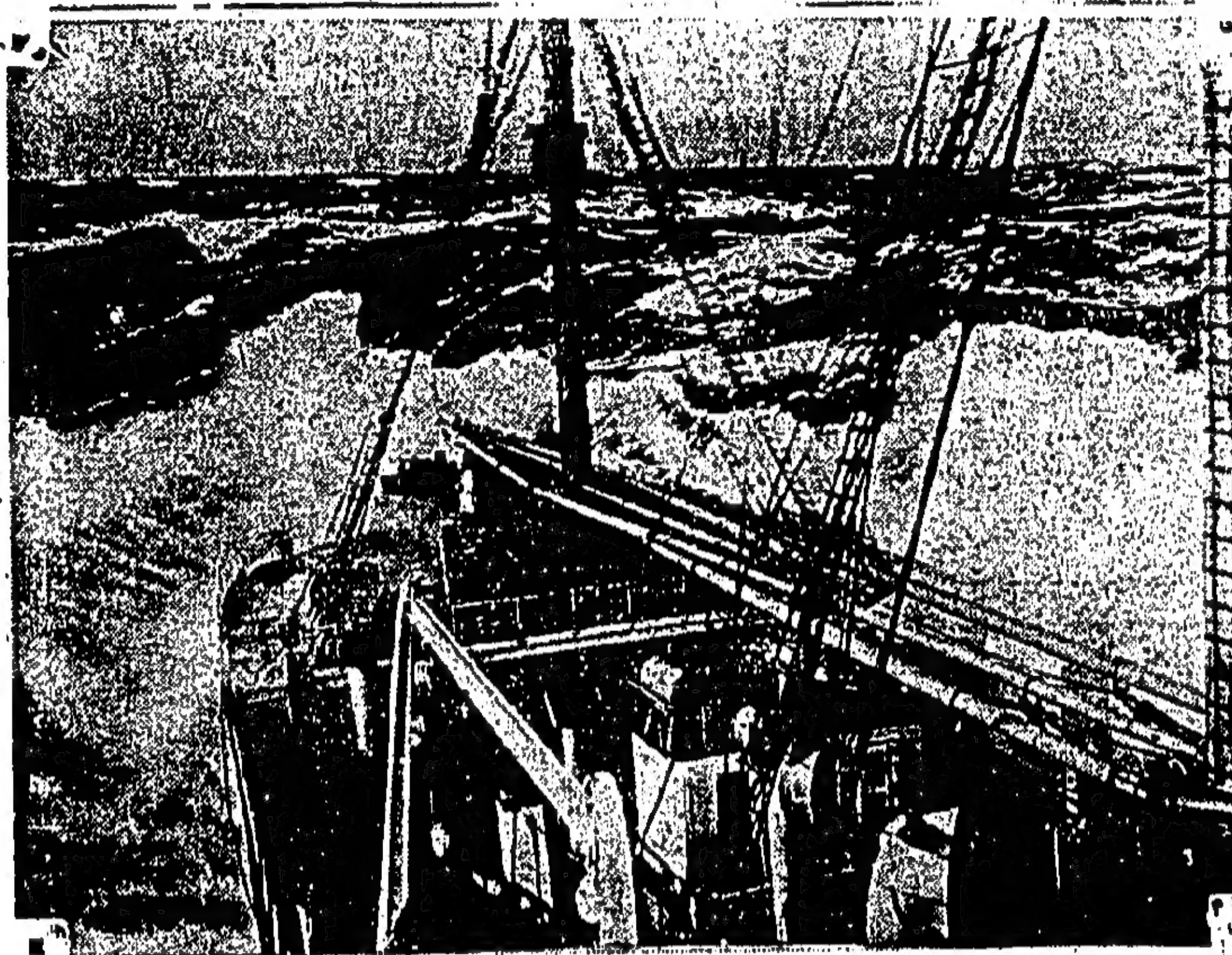
The Stipendiary commented upon the suggestion of Mr. Cafferata that it was in the mind of the defendant that some doubt might arise as to the application of the Act to a ship which was outside the three-mile limit, but he had not seen fit to advise his client to put in a plea of not guilty and to raise the point as one for judicial decision. So far as he was able to follow it there was no substance in the matter; if he thought otherwise he would think it his duty to go further into it. It seemed to him that the Act of Parliament and the by-laws upon it were abundantly clear.

He did not propose to impose a very large amount, although he quite appreciated the importance of the matter to the Dock Board. Defendant must pay a fine of 25 on each information, £10 in all.

MOVEMENTS OF STEAMERS.

The P. & O. s.s. "Kilderspore" left Singapore for this port on Jan. 3 at 7 a.m., and is due here to-

Mountainous Seas Engulf Liner



Storms which were prevalent a few weeks ago in all parts of the world so harassed passengers of the s.s. "Deutschland" on the Atlantic that scores were forced to seek their cabins suffering from mal de mer. Photo shows the liner ploughing through mountainous seas.

pilot had offered to take charge of the ship, and with having at the same time failed to display a pilot signal until a pilot came on board. Mr. Denton appeared for the Mersey Docks and Harbour Board, who prosecuted, and Mr. Cafferata (Messrs. Weightman, Pedder and Co.), who defended, said he was going to plead guilty, but he was in the curious position that he might take an objection to the jurisdiction of the Act by international law. He would be able to satisfy the court that it was beyond the 3 mile limit, but, of course, when one pleaded guilty he abandoned any chance he might have of taking an objection.

In reply to the stipendiary, he said his objection was to the statute. His Worship would probably find himself bound by the statute and would probably grant him a case, but as he could not afford to go to a higher court he was pleading that fact in mitigation. Subject to what he might have to say in defence, he was pleading guilty.

In Doubt

The Stipendiary Magistrate—I don't quite understand.

Mr. Cafferata said he knew it was unusual, but he was taking the course of pleading guilty and asking the court to hear him on the point he might have taken. He suggested it was a natural mistake which the captain had fallen into. He had no doubt his worship would have stated a case on the point, but the position was that the defendant could not afford that course.

The Stipendiary said it was a question whether the defence were merely putting it forward as extenuation or whether it was being taken as a point of law.

Mr. Cafferata said the highest authorities were in doubt on the point.

Alexander Norman McLeod, master of pilot boat No. 1, stated that on November 3 he was at Point Lynas, inside the area of compulsory pilotage. About 7.50 in the morning he observed the "Marlwood" and seeing that there was no pilotage signal displayed he went towards it. He raised the international code signal "SH," which was an inquiry as to where the master was bound for, and as no notice was taken he looked up "The Journal of Commerce" and found she was bound for Manchester. Witness then put up the signal "T.O." meaning that pilotage was compulsory, but the captain did not answer that message. He

defendant as to who told him that pilotage was compulsory.

Mr. Cafferata pointed out that in some of the sailing directions the position was somewhat misleading inasmuch as an imaginary line was given from Middle Mouse Island, but did not state where the line ended.

The witness said the line went on to the Cal of Man. It might be an excuse for a foreigner, but to an Englishman it should not cause any misunderstanding. Naturally as long as a man was in the compulsory pilotage area he ought to know. He agreed with Mr. Cafferata, that according to the directions referred to it was not definitely stated in the Act that pilotage was compulsory within an area of a line drawn from the north coast of Anglesea through Liverpool to the Cal of Man.

Mr. Denton said that was laid down in the Mersey Docks and Harbour Board's regulations.

Mr. Cafferata agreed that it was distinctly laid down in the Pilotage Order, but it was unfortunately not mentioned in the sailing rules to which the pilot agreed he referred the defendant.

Conditions of Signals

Questioned as to whether the signals were not in such a condition, that they could not be easily made out, witness said he was able to decipher the name of the "Marlwood," and he considered the light was therefore "sufficient for the flag to be seen."

Mr. R. G. Nickson, chief clerk of the pilotage department of the Mersey Docks and Harbour Board said as the "Marlwood" was drawing 17½ feet, at 15s 2d per foot, the pilotage would amount to £13 5s 6d from Point Lynas to the bar, and then there was a further £1 6s for piloting the vessel from the river mouth to Eastham. Thus the total amount would be £14 10s 6d.

Mr. Cafferata, in reply to the stipendiary, said the point he was raising was not a question of international law as between vessels, but as to whether the court had jurisdiction outside the three-mile limit. On this point the highest authorities were in doubt. The stipendiary asked how that could raise the question of the validity of the Act.

Mr. Cafferata said as this was outside the three-mile limit, his client had mistakenly thought he was not bound to take a pilot. He was referred to the sailing directions, which gave the bearing only of the "Middle Mouse," and he thought that bearing only, and not the three-mile limit, had been obviously technically broken

day at about 4 p.m.

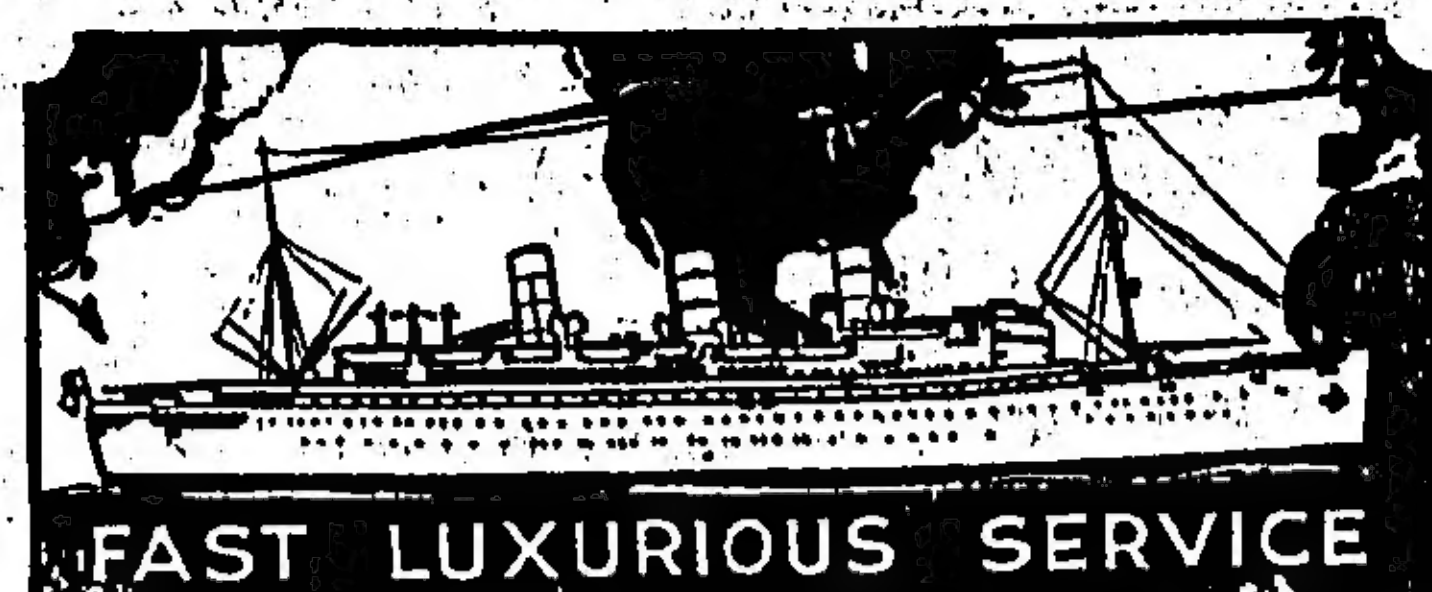
The C.P.S. R.M.S. "Empress of France" was due at Hong Kong yesterday afternoon, and leaves Hong Kong to-day at 5 p.m.

The B. I. s.s. "Thawa" left Singapore for this port on Jan. 7 at p.m., and is due here on Jan. 18 at a.m.

The Ben Line s.s. "Banvrackie" from Middlesbrough, London, Straits and Philippines, is due to arrive here on Jan. 17.

The M.V. "Nippon" (Swedish East Asiatic Co., Ltd.), left Dunkirk on Dec. 24, and is due here on or about Jan. 31.

The C.P.S. R.M.S. "Empress of Australia" left Suez on Jan. 1 at 7 p.m. is due at Bombay on Jan. 10 at 7 a.m., and is expected here on Feb. 13 at 8 a.m.



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TUES. 15th THURS. 31st

MON. 21st

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Hong Kong, Thursday, Jan. 10, 1929.

WATCHING THE CUSTOMS

The appointment of Mr. F. W. Maze to succeed Mr. A. H. F. Edwardes as Inspector-General of the Chinese Maritime Customs will surprise no-one who has followed the trend of events since the Nationalists assumed power in the North. It is fairly evident that the Nanking faction has not had much time for the departing Inspector-General, as it is also fairly evident that Mr. Maze has been in the party's good books for no inconsiderable while. Whether the latter, however, now that he has been put at the head of the service, will be able to reconcile his views of what an I.-G. should do with the views held by his pseudo-employers as to what an I.-G. should do, remains to be seen. Mr. Edwardes' allegations regarding interference and the existence of dual control undermining the discipline of the Customs are serious ones, and it is difficult to see how the service is to be efficiently maintained if there is any truth in them and the Nationalists persist in having matters conducted according to their own ideas.

Yet it is very likely that with a change of Inspector-Generals there will come a change in Nanking's attitude. After all, there are no indications that any drastic alterations in the functioning of the Customs are contemplated; the boot is rather on the other leg. We have had the drawing-up of elaborate tariff schedules which have proved acceptable to the Great Powers, and we have the assurance that the Finance Ministry propose to summon a China Conference when the present

parleys on disbandment are concluded. Both these steps point to a continuance of the effective administration which has characterised the working of the Chinese Maritime Customs since the days of Sir Robert Hart, truly the father of a wonderful service and one of the greatest foreign friends China has ever possessed.

We are attempting, of course, to look upon the change which has just been effected in an optimistic light as is possible. At the same time, however, the fact cannot be ignored that other changes, less far-reaching at present but more insidious, are taking place in the Customs. No more foreigners, for instance (we are given to understand), are being appointed, either on the administrative side or on what is known as the "outdoor" staff; and this is a matter, we contend, which should occupy the attention of the Diplomatic Body. The Customs service was instituted and has been maintained to perform certain distinct duties in the way of the collection of revenue which are by no means solely the affair of the Chinese. Various foreign Powers are concerned in these collections, and the idea of a foreign administrative staff at the beginning was to assure that the job was done properly. And if the remaining foreigners holding administrative posts are not replaced by other foreigners of ability and training, the job, we are afraid, is not going to be done properly. If, of course, the conduct of the Chinese Maritime Customs was a domestic institution having to do only with the Chinese, such remarks as the above would be uncalled-for; as we all know, such is not the true position of affairs, and it behoves the Powers, in the circumstances, to keep a watchful eye upon the operation of the service. The fact that, under a changing regime, the revenue returns for last year showed an appreciable increase is no proof that all is well; it may prove completely the opposite.

Salvation Army Funds. There are few people, we imagine, who doubt that they know at least a little about the Salvation Army—the extraordinary body of religious enthusiasts, whose activities nowadays are practically world-wide. But how many would have known that they had accumulated funds to the stupendous total of £20,000,000? The statement is simply staggering, stunning. In our ignorance, we thought the Salvationists were a more or less self-supporting body who kept the "pot boiling" as it were, through channels that left them very little of a surplus from year

to year. By the urgent and energetic manner in which they solicit the pennies of the casual passer-by, who happens to listen to them at one of the many street corners at which they are to be found at home and elsewhere, one might be forgiven for thinking that accumulated funds were about the last thing for which the Salvationists had time to attend. It should not be forgotten, however, that during their existence of some seventy years, they have been very highly esteemed by all classes, and, judging by their funds, they must have received large donations, legacies and other pecuniary support, and have invested the money in a very business-like manner. But £20,000,000! It is, we repeat, simply staggering.

The only people who never change their minds are those who have no minds to change. What good is there in hanging on to old ideas and prejudices after the times have outgrown them? The men and women who boast that what they said yesterday, they say to-day, and are going to say to-morrow, are advertising that their intellectual development stopped at a certain age, and that they have learned nothing since. Their eyes have been so blinded that they could not see new truths when they were presented before them. We have to change to meet the changing times, and adjust our views to altered conditions.—Fort Worth Star Telegram.

Mr. M. Manuk will speak on "Our Influence in Life" at the usual weekly lecture of the Theosophical Society, to-day at 6 p.m.

Eighteen cases of small-pox (Chinese), six of diphtheria (Portuguese) and one of enteric fever (British) were reported yesterday.

There will be only one movie performance at the Star Theatre to-day, at 5.15 p.m. At the 9.15 session, the Recluse Amateur Players will present the popular comedy "What Happened To Jones."

A paper entitled "The Lubrication of Internal Combustion Engines" (Diesel) will be read by Mr. L. A. Parker, member, on Friday, January 13, commencing at 6.00 p.m., at the Club room of the Institution of Engineers and Shipbuilders.

The wonderful nature film by Mr. Clarke Irvine, "The Birth of a Flower," will be screened at the World Theatre to-day, and again on Saturday, at 11.30 a.m. affording a fine opportunity to the public to see a picture of great interest and real educational value.

The death occurred yesterday at No. 16, Granville-road, Kowloon, of Miss Hilda Maria Silva, 12 years of age, the eldest daughter of Mr. Carlos Silva, of the Hong Kong Electric Co., Ltd. The funeral took place last evening at the Roman Catholic Cemetery, Happy Valley.

Two Chinese, who were charged on remand in connection with the murder at King's Park, were discharged by Mr. E. W. Hamilton, at the Kowloon Magistracy this morning, on the application of the police. The police, it was said, could find no adequate evidence against them.

Mrs. Osaki, a Japanese woman living at No. 98, Queen's-road East, was yesterday admitted to the Government Civil Hospital as the result of being bitten in the left foot by a mongrel dog belonging to another Japanese woman, Mrs. Honda, of No. 60, Praya East. The dog was taken to Kennedy Town for observation.

Messrs. Carmichael and Clarke, marine surveyors, of Queen's Building, Chater Road, this morning claimed \$660 against the Tai Hong S.S. Co., Ltd., No. 60, Ko Shing Street, for professional services rendered in connection with the stranding of the s.s. "Kochow." Mr. G. S. Hugh Jones was for the plaintiffs and Mr. C. A. S. Russ defended. Mr. Russ stated that the defendants would consent to judgment and admit liability for the sum of \$250. This was accepted by the other side and the case was accordingly settled.

Mr. A. J. P. Heard, the famous gentleman rider, has been transferred from the Shanghai office to the Hong Kong office of Messrs. Jardine, Matheson & Co., Ltd., and arrived here yesterday on the "Empress of France." "Johnny," as he is affectionately known to many friends, and admirers in China, has ridden here in annual meetings and has a long list of successes to his credit. In Shanghai his name is even better known; his presence here should add to the joy of the sports of King, and is particularly welcome after a lean time for the latter. Peel and other jockeys attended

CORRESPONDENCE

CHRISTIAN SCIENCE

COMMITTEES ON PUBLICATION REGARDING MRS. EDDY'S USE OF DRUGS

(To the Editor of the "China Mail.") Sir,—I use no drugs. whatever," wrote Mrs. Eddy on page 384 of *Miscellaneous Writings*, published in 1897.

A few years later, after Christian Scientists of her household had been unable to relieve her of great suffering, she decided to make scientific use of the faith of the world in medical methods, and on numerous occasions she employed doctors who administered drugs and anaesthetics.

This fact has been known to Mother Church officials for many years, although the Science which justified Mrs. Eddy's action has remained a mystery to them. Nevertheless when the first scientific explanation of the matter was discussed in the public Press, of Great Britain and America a short time ago, the London spokesman for the Board of Directors declared the story that Mrs. Eddy used drugs or employed physicians was wholly false, and that

"Advocating co-operation between Christian Science and Medicine is an absolute denial of the Christ, Truth."

Some time later a Christian Scientist in America wrote the Committee on Publication of the Mother Church in Boston, asking for the facts of the matter. The following reply was received:—

"I am only making the statement that her (Mrs. Eddy's) life was entirely consistent with her published writings."

"Cordially and sincerely yours

(Signed) "CLIFFORD P. SMITH."

While Mrs. Eddy's statement that she used no drugs was true when it was written in 1897, it later became obsolete upon her resort to medical aid. In this she was wholly consistent with her advancing understanding of the basic mental law, and the changing demands upon the movement. But for the Committee on Publication to-day to state that she was consistent with her earlier published statement that she used "no drugs whatever" is a gross misrepresentation of the facts. It is equally preposterous to deny that Mrs. Eddy made use of drugs or to claim that co-operation with doctors by Mrs. Eddy or her followers is a "denial" of legitimate Christian Science.

Every statement thus far made on the subject by the Committees on Publication has been either a denial of the facts or an attempt to conceal them. Such a policy is a cowardly evasion of responsibility. It does not correct impositions on the public and injustice towards Mrs. Eddy; it creates them. (Manual, page 87).

Mrs. Eddy's action was not something to be ashamed of and concealed. It was the logical proof of her intelligent recognition and courageous application of an exact scientific law, vitally important for all Christian Scientists to understand to-day. Without full knowledge of the facts and a comprehension of the Science involved in Mrs. Eddy's utilization of drugs, Christian Scientists will find it increasingly difficult and ultimately impossible to progress in the art of healing the sick.

Yours, etc.,

THE EDITORS OF THE CHRISTIAN SCIENCE WATCHMAN.
20, Jackson Place, N.W., Washington, D.C., November 15, 1928.

AN INVITATION

(To the Editor of the "China Mail.") Sir,—In your issue of January 7, 1929, I read an announcement of a lecture to be given in Hong Kong on Christian Science, in accordance with the provisions of Article XXXII, section 4, of the Church Manual of the First Church of Christ Scientist in Boston, Massachusetts.

May I ask Mr. Adler, the Committee on Publication, as to whether or not the provisions of Article XXXI, Section 1, have been complied with? This section reads as follows:—

"This Church shall maintain a Board of Lectureship, the members of which shall be elected annually on Monday preceding the annual meeting, subject to the approval of the Pastor Emeritus" (Mrs. Eddy).

Inasmuch as Mr. Adler has not yet answered the questions in my letter of January 8, 1929, I now extend to Mr. Adler a most cordial invitation to meet me and to discuss this vital subject so near to our hearts.

Will Mr. Adler kindly reply through the "China Mail."

Yours etc.,
FANNIE CURTIS BUXTON,
Hong Kong, Jan. 4, 1929.
(Continued at foot of next column.)

"CANDIDA"

FURTHER SUCCESS OF THE MACDONA PLAYERS

SPLENDID PERFORMANCE

The Macdonna Players had a further success last night in "Candida." This is one of Shaw's less popular plays, which may account for a smaller audience than usual; but what they lacked in numbers they made up in enthusiasm. They received the first-act somewhat coldly—the second roused a great deal of applause, and at the end of the last act all the Players received an ovation they well deserved!

Joan Blair as the Tylist was quite irresistible. The part fitted her like a glove. Her sense of fun (mingled with strict decorum) in the outpoken scene with Eugene roused the audience to shouts of irrepressible laughter.

"Candida" was played with sympathy and sweetness by Joan Hopegood, a charming interpretation; but Terence O'Brien was not quite so convincing as the Poet. In his hands "Eugene" becomes a sentimentalist, instead of a visionary—and, by deliberately suppressing his personal charm, he makes the plot rather unreal.

Stanley Drewitt gave an inspired interpretation of the part of the husband—playing it with such dramatic fire, and yet with such a human appeal—that it became impossible to doubt what "Candida's" ultimate decision would be.

As the Curate, Frederick Keen was excellent and A. S. Home-wood was most adequate in the part of Burgess.

Altogether a fine performance. Hong Kong playgoers should not miss the chance of seeing this talented and very capable band of Players.—A. W.

INDIAN CONSTABLE

CHARGED WITH LARCENY

At the Kowloon Magistracy yesterday an Indian constable No. 555, of the Water Police, was charged by two sepoya of the Punjab Regiment on a charge of larceny by bailie of a sum of \$25.

Mr. L. H. C. Calhoun, A.S.P., who prosecuted, stated to Mr. R. W. Hamilton, the magistrate, that the two complainants met the defendant on Monday in Hal-poon-road. In a conversation ensued, the defendant volunteered to buy some clothing for the complainants at a much cheaper price. After the complainants handed the defendant \$25, the latter disappeared into a tailor's shop but was later seen at Nathan-road. The parties were then brought back to the police station by an Indian sergeant.

The case was adjourned.

NEW FORTS COMMANDER

Mr. George Bow, who while acting as Superintendent brought the Canton-Shamshul Railway to a high state of efficiency, has been appointed commander of the Macao (Cheung Chau) Forts, at the approach to Canton, in succession to Major-General Chan Hing-wan, who was concurrently Principal Aide-de-Camp to Marshal Li Chai-sum and "No. 2" of Canton Aviation. Mr. Bow, in addition to being an engineer, is also a military man, having been taught tactics and strategy at Vermont Military Academy in the U.S.A. General Chan, it will be recalled, piloted the seaplane "Pearl River" to Nanking and back to Canton.

WILL ADLER REPLY?

(To the Editor of the "China Mail.")

Dear Sir,—I have read with much interest the letter in your issue of 3rd January signed Fannie Curvier Buxton on the subject of Christian Science; also the telegrams from the Church in Boston and the Church in Washington and I have been waiting for sometime to read Mr. Adler's reply.

Will Mr. Adler reply? I think not. Now, Mr. Editor, you are as much to blame as Mr. Adler in allowing Mr. Adler to make statements in your newspaper which he cannot or will not support.

It is not for me to try to teach you your business but I think you should in future make close enquiries into the bona fides and integrity of your correspondents. As for Mr. Adler and his statements the least said about him and them the soonest mended. A quotation from Mrs. Eddy's book may not be out of place here "Evolution of Truth cripples integrity; and casts thee down from the pinnacle."

Yours etc.,
FANNIE CURVIER BUXTON,
Hong Kong, Jan. 4, 1929.
Hong Kong, Jan. 4, 1929.

H.E.'s RETURN

LADY CLEMENTI STAYING AT HOME

MR. HALLIFAX'S LEAVE

H.E. the Governor of Hong Kong (Sir Cecil Clementi, K.C.M.G.) returned to the Colony last evening on arrival by the "Empress of France," having travelled via Canada. Lady Clementi is staying at Home for a few months more.

Although devoid of the element of an official landing (because of the late hour), His Excellency was met by the Hon. Mr. W. T. Southern (who has been Officer Administering the Government during H.E.'s absence on leave), the Hon. Mr. E. R. Hallifax, C.M.G., C.B.E. (acting as Colonial Secretary), Captain A. J. L. Whyte (Aide-de-Camp) and Major H. B. L. Dowbiggin (Honorary A.D.C.) when the liner berthed at Kowloon.

Crossing the harbour on the "Britannia," His Excellency landed at Queen's Pier where about fifty persons, including members of the Executive and Legislative Councils, heads of Government departments etc., and leading residents (with Chinese in the majority), waited on him, and then proceeded to Government House.

Resumes Administration
A "Gazette Extraordinary," issued this morning, announces Sir Cecil's resumption of the administration of the Government and Mr. W. T. Southern's return to duty as Colonial Secretary.

It is also announced that Mr. R. A. C. North will continue to act as Secretary for Chinese Affairs until further notice.

The "China Mail" learns that the Hon. Mr. Hallifax (the S.C.A.) is proceeding on leave shortly.

CITY TEMPLE

ADAPTATION OF "PILGRIM'S PROGRESS"

John Bunyan's tercentenary was celebrated in the lecture-hall of the City Temple on a recent Saturday night by the re-enactment in pageant form of Christian's dolorous progress to the Celestial City.

The pageant itself was ushered in by a prologue with the characters in modern clothes. In this three flannel-clad members of the rising generation fell to the reading of "Pilgrim's Progress," and promptly became engrossed therein. The chief character of the story presently materialised in the person of Mr. William H. Saunders.

Sundry maidens from the Palace beautiful and impious burghesses of the City of Destruction made intermittent appearance. To Mr. Saunders as Christian, Miss Grace Harris as the Shepherd, and Mr. Sidney Hopkins as the First Pilgrim fell the chief honours of the evening.

The pageant was arranged and written by Mr. Maurice Cornforth. One of the most effective scenes, and that in which the producers, Mr. S. W. Davis and Miss Harris, best showed their skill, was the arming of Christian by Charity, Prudence, Discretion, and Piety in the Palace Beautiful. Dr. F. W. Norwood voiced the thanks of the audience at the end of the performance.

SIR W. RAMSAY

FOUR PERSONS PRESENT AT HIS WEDDING

Sir William Mitchell Ramsay, the archaeologist, was married to Miss Phyllis Eileen Thorowgood. Only four other persons—including the verger and a cleaner—were at the wedding, which took place at St. Stephen's Church, Rochester, Westminister.

Lady Ramsay is the daughter of Mrs. Dunmore Thorowgood, of Bosham, Sussex. Her father, who died several years ago, was a member of the Stock Exchange. She has travelled extensively, and is greatly interested in archaeology.

Sir William Ramsay was born at Glasgow in 1851, and married first in 1876, his wife dying in 1927. In 1885 he became Professor of Classical Art at Oxford, and he has since held a number of distinguished positions.

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CHATER FUND

MONEY FOR MEMORIAL SCHOLARSHIPS

\$43,700 COLLECTED

Below is a complete list to date of subscriptions to the Chater Memorial Scholarships Fund, the total amounting to \$43,700. The purpose of this Fund is to establish, in memory of the late Sir Paul Chater, C.M.G., scholarships at Hong Kong University, open to competition, without distinction of sex or race, by the children of parents domiciled in Hong Kong, provided that such parents are unable, without the aid of a scholarship, to send their children to the University.

As the subscription list will shortly be closed, those who desire to contribute are asked to send their cheques as soon as possible to the Hon. Treasurer, Mr. C. I. Cooke, care of The Hong Kong & Shanghai Banking Corporation.

The following is the list of subscriptions:—

Hong Kong & Shanghai Banking Corporation	\$ 5,000
Messrs. Jardine, Matheson & Co., Ltd.	5,000
Hong Kong Land Investment & Agency Co., Ltd.	5,000
Hong Kong & Kowloon Wharf & Godown Co., Ltd.	5,000
Hong Kong Fire Insurance Co., Ltd.	2,000
Canton Insurance Office, Ltd.	2,000
Star Ferry Co., Ltd.	2,000
Union Insurance Society of Canton, Ltd.	2,000
Hong Kong Electric Co., Ltd.	2,000
Messrs. E. D. Sassoon & Co., Ltd.	2,000
Hong Kong Tramways, Ltd.	1,500
Indo-China Steam Navigation Co., Ltd.	1,000
Hong Kong & Whampoa Dock Co., Ltd.	1,000
Hong Kong Telephone Co., Ltd.	1,000
Asiatic Petroleum Co. (S.C.), Ltd.	1,000
Dairy Farm, Ice & Cold Storage Co., Ltd.	500
Sir Robert Ho Tung	500
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The Hon. Mr. W. E. L. Shenton	500
Mr. J. E. Joseph	500
Mr. John Swire	500
Mr. G. W. Swire	500
Mr. Colin C. Scott	500
Mr. H. W. Robertson	500
Standard Oil Co. of New York	500
Mr. J. Scott Harston	250
The Mercantile Bank of India, Ltd.	250
The Hon. Sir Henry Pollock, K.C.	100
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Messrs. Lowe, Bingham & Matthews	100
Mr. Wong Kam-fuk	100
The Hon. Dr. R. H. Kote-wall, C.M.G.	50
Messrs. J. D. Hutchison & Co.	50
Messrs. W. R. Loxley & Co.	50
Messrs. Davis Boag & Co.	25
Mr. M. F. Key	25
Total	\$43,700

"DECLASSE"

CORINNE GRIFFITH AT MAJESTIC THEATRE

Possibly the strongest story in which Corinne Griffith has appeared is "Declasse," which comes to the Majestic Theatre to-morrow. She has surrounded herself with a supporting cast of unusual proportions for the picture. Included are many names which, themselves, have enjoyed the supremacy of the stellar lights. Olive Brock, the distinguished English actor, Louise Fazenda, former Keystone comedienne, Lloyd Hughes and others.

As Lady Helen Haden, Miss Griffith has an extensive and varied field for the exercise of her histrionic talents. She is introduced as an English Society leader, surrounded by the luxuries and gayeties of London's exclusive life.

Through the manipulation of an adventuress, this suddenly vanishes and the drab severity and sensationalism of the divorce court befalls her.

Disgrace and ostracism follow, with New York next. The destitution and the forced acceptance of a detestable marriage offer from a money-lender.

These are the chief phases of life Miss Griffith depicts and they lead up to a highly emotional and thrilling climax in an automobile accident in the streets of Manhattan. But through this misfortune, she escapes the money-lender's clutches and finds her true love.

Robert Vignola, who directed the picture, is declared to have "surpassed his former performance in development of the tensely dramatic action. The scenario was prepared by Charles Whittaker and Bradley King.

All records for the works of Walter Richard Sickert, A.R.A., were passed at Christie's when his painting, "Cecily," realised \$680.

FOREIGN CRIMINALS

SUPERVISION TO BE STRICTER IN FRANCE

CABINET DECISION

Paris.—The French Government have taken a decision which is clearly the outcome of the recent anti-Fascist crimes in France—the assassination of the Italian Consul, Count Nardini, by Modugno, and the murder the other day of the Italian Abbe Caravadosi. At the close of the Council of Ministers the following statement was issued:

In face of the repeated political crimes committed on our territory by foreigners, the Council has drawn up a series of regulations in order to guard more effectively against the intolerable abuse which is thus made of French hospitality.

Exactly how the supervision of undesirable foreigners is to be strengthened is not stated, but a consultation took place recently between the Minister of the Interior and M. Chiappe, the Prefect of Police, on the subject. The total foreign population of France is put at 2,800,000, and it is stated that, year in year out, 5,000 or 6,000 are expelled from the country.

The Modugno verdict has (naturally) made more insistent the perennial demand for a reform of the French jury system, and the "Matin" expresses confidence in the Government that it will take steps in the matter, in order that a system "which is a challenge to reason and sometimes to civilisation" may be changed.

Meanwhile the comments in the Italian Press on M. Poincare's utterance in the Chamber about Syria have hardly improved matters from the French point of view. The official version of M. Poincare's reply to the Socialist Deputy who desired the evacuation of Syria by France, as reported in my message of Friday, runs:

"Do you not fear that one day Powers with Imperialistic tendencies may come and install themselves among these populations whom we protect and may seek to dominate them? I see ironic and incredulous smiles. . . The danger which I point out is not improbable, and I am astonished that at the present moment proposals such as those just made at this tribune should come from that part of the House," i.e., the Socialists.

SIR WILLIAM BULL

M.P. FOR HAMMERSMITH SINCE 1900

REASONS OF THE HEALTH

Some surprise and a great deal of regret will be felt in Parliamentary circles at the announcement that Sir William Bull, who has represented Hammersmith in the House of Commons without a break since 1900, has been obliged to decide, for reasons of health, that he cannot allow himself to be nominated as a candidate at the General Election this year.

In a letter to Mr. S. T. Stone, chairman of the local Conservative Association, Sir William says:

"As you are aware, in June last my doctor (to my great surprise) discovered I had a 'tired heart,' due to a prolonged period of overstrain, and ordered me abroad for three or six months for a 'rest cure' in Germany. After going to Bad Nauheim and then for 'an after-cure' to Brunnen, in Switzerland, I returned to England, and again saw the specialist, who told me he was disappointed at the progress I had made, and decided that I ought to take things easier."

"Among other things, he said, I should have to give up the House of Commons. This, naturally, came as a great shock to me. For twenty-eight years I have represented Hammersmith in Parliament, and for nine years previously was on the London County Council. I have tried to do my duty to the country and my constituents. I have had a very long innings. It is, perhaps, of interest to mention that in my time I have been offered preferment on four occasions."

"I have enjoyed every moment of the time, known many famous men, and taken part in some very interesting events. I deem it only fair to let the party know my decision at the earliest moment so as to allow them as much time as possible to find a suitable successor. In this, of course, the executive can rely upon my help or advice in any way possible, as my heart will always be in Hammersmith."

Great regret is felt among the Conservatives in the division at Sir William's decision, which came as a surprise. At the General Election in 1924 the Conservative majority in South Hammersmith, which since the last Redistribution Act was Sir William's seat, was 5,370.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN THE "MAIL"

To-day—Theatre Royal: The Macdonald Players present "The Doctor's Dilemma," at 9.15 p.m.

To-day—Queen's Theatre: "The Way of All Flesh."

To-day—World Theatre: "The Escape" (at 5.10 & 9.30) Chinese Picture "4 Emancipators" (at 2.30 & 7.15).

To-day—Star Theatre: "Tess of d'Urbervilles," 5.15 p.m. only.

To-day—Majestic Theatre: "The Magic Flame" (5.20 & 9.15) Chinese picture "a Lady Detective" (2.30 & 7.15).

To-day—Star Theatre: "Reverie" Amateur Players present "What Happened to Jones," 9.15 p.m.

Jan. 11—12—Star Theatre: "Proud Flesh."

Jan. 11—12—World Theatre: "On Your Toes."

Jan. 13—14—Queen's Theatre: "Buttons."

Jan. 13—14—World Theatre: "Ben Hur."

Jan. 13—14—Star Theatre: "The Humming Bird."

Jan. 15—16—Queen's Theatre: "Love Hungry."

Jan. 15—16—World Theatre: "The Humming Bird" (at 5.10 & 9.15); Chinese picture "The Spiders" (at 2.30 & 7.15).

Jan. 15—16—Star Theatre: "Dangerous Money."

Jan. 17—18—World Theatre: "Dangerous Money" (at 5.10 & 9.15); Chinese picture "The Spiders" (at 2.30 & 7.15).

Jan. 17—18—Star Theatre: "Proud Flesh."

Jan. 17—19—Queen's Theatre: "The Enemy."

Jan. 17—19—World Theatre: "Hot Water."

Jan. 19—20—Star Theatre: "The Love of Pharaoh."

Land Sale

Jan. 14—At P.W.D. Offices, Crown lands at Prince Edward-rd and Mong Kok Tsui, 3 p.m.

Lammerts' Auctions

Jan. 14—At No. 3, Carnarvon Building, Kowloon, household furniture, 11 a.m.

Jan. 15—At Sales Room, a valuable collection of Curios, 2.30 p.m.

Meetings

Jan. 11—Extraordinary general meeting of members of the Kowloon Cricket Club, Club House, 6 p.m.

Jan. 11—Hong Kong Football Referees' Association meeting, Chaplain's Hut, Scandal-Ft., 6 p.m.

Jan. 12—H.K.V.D.C. No. 2 Platoon Rifle Club meeting, Peak Range, 9.30 a.m.

Jan. 17—Meeting of Creditors of the Hong Kong Finance & Investment Co., Ltd., at 8, Des Voeux-rd. Central (4th floor), noon.

Feb. 2—Extraordinary meeting of Shareholders of the Hong Kong & Shanghai Banking Corporation, City Hall, noon.

Feb. 23—Further extraordinary meeting of shareholders of Hong Kong & Shanghai Banking Corporation, City Hall, 12.45 p.m.

Miscellaneous

To-day—Lecture of the Theosophical Society on "Our Influence in Life," 6 p.m.

Jan. 12—Opening of Grill Room in Peninsula Hotel, Kowloon, by a Carnival, at 8.30 p.m. in the Rose Room.

Jan. 15—Search light practice from Stonecutters.

Jan. 18—Mr. L. A. Parker will read a paper on "The Lubrication of Internal Combustion Engines" (Diesel) at the Institution of Engineers, 6 p.m.

Jan. 21—First Church of Christ, Scientist, free lecture on "Christian Science," Old Chamber of Commerce Room, City Hall, 5.45 p.m.

Jan. 23—St. Joseph's College Old Boys' Association dinner, St. Joseph's College Hall.

Jan. 25—Burns' anniversary dinner, Volunteer Headquarters' Hall, 8 p.m.

Lieut.-Gen. Sir Aylmer Hunter-Weston and Gen. Sir Beauvoir de Lisle headed a parade of members of the 29th Division who laid a wreath on the Cenotaph, London, in memory of the battle of Cambrai, 1917.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

Owing to the alarming increase in the number of pirates, Admiral Chen Shao-kuan, chief of the naval section of the Military of War, has ordered the organisation of a special naval force to cope with the pests. Gunboats have been ordered to stand by ready for the purpose and they will co-operate with the land forces in suppressing the evil.

The Shanghai Chinese press last week published a telegram from Canton to the effect that the old British Consulate property in Wuchow, Kuangsi, has been handed over to the Chinese Government as the result of negotiations conducted by the British authorities with Mr. Chu Chao-hsin. The agreement was signed by Gen. Huang Shao-hung, chairman of the Kuangsi Provincial Government, on the Chinese side.

Rear-Admiral A. ten Broecke Hoskstra paid an official visit to headquarters of the North China Command, Shanghai, last week. In the absence of Major-General Wardrop, who is on leave, he was received by Brigadier O.C. Borrett, commanding the Shanghai Area. After inspecting a guard of honour from the Norfolk Regiment which was drawn up in the Cathedral Compound, the Admiral accompanied the Brigadier to headquarters offices in the Palace Hotel Annex.

The many friends and acquaintances of Mrs. John Nielson Mills of Washington, D.C., will be grieved to learn that her name was in the list of the missing passengers of the ill-fated str. "Vestris," says the "N. C. Daily News." Mrs. Mills made her fourth visit to China a year ago, spending six weeks as the guest of Mrs. Charles Patton at 13 Young Allen Court. She was then on her way to visit a friend in government service at Suva, Fiji Islands, after which she returned to the United States for a short time before sailing to visit a brother in Brazil, taking the "Vestris" from New York. Mrs. Mills devoted considerable time to a continuance of the work of Dr. Mills, photographing and preparing lectures for delivery before the students of numerous colleges and universities in the United States.

At a fire at Bishopbourne Home, Broadstairs, where 24 ex-Service men are convalescing, two of the men let themselves down from a bedroom window by knotted blankets.

Mr. Ramsay MacDonald, who at the next election will stand for Seaham, Durham, received in his constituency of Aberavon, Glamorgan, an oak settee as a farewell gift.

At a fire at Bishopbourne Home, Broadstairs, where 24 ex-Service men are convalescing, two of the men let themselves down from a bedroom window by knotted blankets.

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The World's **NIGHTMARE** SOLO
Columbia RECORDS
A Marvellous Recording in
Lyons Cathedral
9552—FANTASIE IN G MINOR.
ORGAN SOLO BY
EDOUARD COMMETTE
The Anderson Music Co., Ltd.

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THE KING OF WINES
THE WINE OF KINGS
Order your Xmas stocks early.
Do Not wait
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(Incorporated under the Companies' Ordinances of Hong Kong).
Prince's Building, Tel. C. 78.

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Manufactured by:
ROYAL "TRIO" CIGAR
Works:
AMSTERDAM.
Sole Agents:—
TABAQUERIA FILIPINA
Asiatic Building, Queen's Road C.

MAN LOONG.
PRESERVED GINGER MANUFACTURERS.
NEW SEASON PRESERVED GINGER.
Best quality—Prompt attention to Exporters.
Office:—231, Queen's Road Central. Tel. C. 2530.
Factory:—2 Godown, Praya, Dundas St., Mongkok. Tel. K. 83.

The best spirits are Scotch and the best of Scotch is Haig.
By Appointment
Comprising:—
Porcelain Vases, Bowls, Plates, Iron Pictures, Lacquer Tables, Chairs, Stools, Screens, Amber, Agate, Crystal, Jade and Coral Ornaments, Mandarin Coats, Embroideries, Chinese Hand Paintings, etc., etc.
Catalogues will be issued.
Terms:—Cash on Delivery.
On View from Monday, the 14th January, 1929.
LAMBERT BROS., Auctioneers.
Hong Kong, 10th Jan., 1929.
JOHN HAIG & Co. Ltd.
HARRINGTON, SCOTLAND.
Agents:—
GANDE, PRICE & CO., LTD.
HONG KONG.

A BRITISH CIGARETTE FOR A BRITISH COLONY
SUNRIPE CIGARETTES
R. & J. HILL LTD. LONDON.
Sole Agents for South China
WING TAI HONG
51, Des Voeux Road Central, 1st Floor.

Sport Columns

CRICKET

ENGINEERS BEAT THE R.A.S.C.

LEAGUE MATCH

The Royal Engineers improved their position in the cricket League yesterday, when they defeated the R.A.S.C. at Sookumpoo by over 100 runs, after knocking up 178 for nine wickets, declared. The Service Corps replied with 72, Durand taking six wickets for 16 runs.

The full scores were:

Royal Engineers

Sgt. Waters, b Simpson	10
Q. M. S. Leppard, c McIntyre, b Simpson	35
L/C. Penny, c & b Fry	13
Sgt. Harrison, c Lyons, b Simpson	1
Cpl. Butler, b Fry	10
Sgt. Warwick, c Simpson, b McIntyre	40
L/C. Durand, c Tavlin, b Simpson	1
Col. Skinner, not out	41
C. S. M. Kennard, b McIntyre	1
Lout. Osborne, b McIntyre	0
Lieut. McDonald, not out	9
Extras	16

Total (for 9 wks. dec.) 178

BOWLING ANALYSIS.

	O.	M.	R.	W.
Fry	13	2	51	2
Simpson	15	1	65	4
Lyons	3	0	19	0
McIntyre	5	0	27	3

R.A.S.C.

Cpl. Crowcroft, run out	5
L/C. Fennell, b Durand	0
Pte. Wingfield, b Durand	31
Pte. Lyons, c Durand, b Skinner	0
L/C. Tavlin, b Osborne	12
Pte. Fry, b Durand	5
Pte. Andrews, not out	7
Pte. Edwards, c & b Osborne	0
Pte. Simpson, b Durand	1
Capt. Williams, b Durand	0
L/C. McIntyre, b Durand	0
Extras	11

Total 72

BOWLING ANALYSIS.

	O.	M.	R.	W.
Durand	12.5	4	16	6
Skinner	7	2	30	1
Osborne	5	1	15	2

I.R.C. v. C.S.C.C.

The following have been selected to represent the I.R.C. 2nd XI against the C.S.C.C. on Saturday on the I.R.C. ground at 2 p.m. sharp. Sirdar Khan (capt.), M. P. Madar, A. S. Suffad, N. B. Kitchell, A. M. Ramjahn, A. R. Suffad, M. R. Abbas, D. Mohamed, R. Nazarin, A. Butt, J. M. A. Ramjahn. Reserve, U. T. Thad.

SCHNEIDER CUP

London, Yesterday. The Schneider Cup race has been fixed for Sept. 6 and 7.—Reuter.

SOCCER

INTERPORT "SELECTEDS" WIN

LEAGUE GAMES

A "selected" Interport team defeated a Royal Navy XI yesterday by two goals to one, Suen netting twice for the former and Kernick scoring for the latter.

In a Division I. match the R.A. beat Small Units 4-0; Mid-Week League games resulted as follows:—

China Ath. 4 P.W.D. Chinese 2
H.K. Police ... 1 Hung Kui ... 0
South China v. Lam Long Wan not played.

League Table

	P.	W.	D.	L.	Pts.
China Athletic	12	10	1	1	21
South China	9	8	1	2	13
Lam Long Wan	11	5	2	4	12
P.W.D. Chinese	12	4	3	5	11
H.K. Police	12	4	2	6	10
Ewo Chinese	11	3	3	5	9
Hung Kui	11	1	0	10	2

Kowloon Teams

The following have been selected to represent the Kowloon 1st XI v. the Queen's Regiment on Kowloon Football Club ground, on

Saturday, kick off at 4 p.m.:—Angus, Snr.; Guest, Pile; Hedley, Eastbrook, Robson; Clemon, Davies, Spary, Miles, Baldwin, Reserve: Haast.

The following have been selected to represent the Kowloon 2nd XI v. Police 2nd XI on St. Joseph's ground, on Saturday, the 12th instant, kick off at 2.30 p.m. in the junior Shield game:—Angus, Jnr.; Moore, Haast; Campbell, Nicholls, Blacklock; Hannan, Waddington, Moss, Dunnnett, Eastman. Reserve: Seddon.

LAWN TENNIS

UNIVERSITY MATCH AT POKFULAM

The annual match between the Past and Present members of the Hong Kong University was played at Pokfulam yesterday and resulted in a win for the Past by one game. Scores:—

Nr Sze-kwong and C. Choa (Past):—

beat G. de Sousa and T. K. Tan 6-5

beat K. T. San and T. W. Chong 6-5

beat P. C. Lim and H. T. Lee 6-5

18-15

(Continued at Foot of Next Column.)

Swimmer and Runner



Miss Alice Eldridge, a famous Boston swimmer, and Jole Ray (inset), winner of the marathon at the last Olympic Games, who are to be married. Miss Eldridge is shown above as she appeared for an exercise swim.

Six Days' Bicycle Race



Left to right, Debaets, Horder, Brocardo, Van Nek, Petri, Stockholm, Walthour, Kocklar, Keller, Georgetti and Belloni, in six days' bicycle races which drew big crowds to Madison-square Garden, New York.

MONEY AND SHARES

On London—

Bank, Wire 2/- 1/2

Bank, on demand ... 2/- 5/16

Bank, 30 days' sight ... 2/- 1/2

Bank, 4 months' sight 2/- 1/2

Credits, 4 months' sight 2/1 1/2

Documentary 4 months' sight 2/1 1/2

On Paris—

On demand 1257 1/2

Credits, 4 months' sight 1332 1/2

On Berlin—

On demand 49 1/2

On New York—

On demand 50 1/2

Credits, 60 days' sight 50 1/2

On Bombay—

Wire 184 1/2

On demand 184 1/2

On Calcutta—

Wire 184 1/2

On demand 184 1/2

On Singapore—

On demand 87 1/2

On Manila—

On demand 98 1/2

On Shanghai—

On demand 78 1/2

80 days' sight (private paper) 78 1/2

On Yokohama—

On demand 107

Gold Leaf, 100 fine (per tael) 18-15

Sovereigns (Bank) buying rate) 9.55

Silver (per oz.) 26 1/2

Bar Silver in Hong Kong 3% prem.

Copper Cash Nominal

Chinese Copper Cents 6% Prem.

Rate of Native Interest 7% p.a.

Chinese Sub. Coin 31% dis.

Hong Kong Sub. Coin Par.

LONDON EXCHANGES.

	London, Yesterday.
Paris	124.025
New York	4.85 1/32
Brussels	34.905
Geneva	25.19 1/2
Amsterdam	12.08 1/2
Milan	92.675
Berlin	20.405
Stockholm	18.13
Copenhagen	18.18 1/2
Oslo	18.19 1/2
Vienna	34.475
Prague	163 1/2
Helsingfors	192 1/2
Madrid	23.78
Lisbon	108 1/2
Athens	87 1/2
Bucharest	808
Rio	5 29/32
Buenos Aires	47 1/2
Bombay	1/6 1/32
Shanghai	2/7 1/2
Hong Kong	2/0 1/2
Yokohama	1/10 23/32
Silver Spot	26 1/2
Silver Forward	28 7/16

—British Wireless Service.

T. C. Lu and H. Lo (Past):—

lost to G. de Sousa and T. K. Tan 4-7

lost to K. T. San and T. W. Chong 4-7

beat P. C. Lim and H. T. Lee 10-1

18-15

A. H. Rumjahn and T. L. Lu (Past):—

lost to G. de Sousa and T. K. Tan 4-7

lost to K. T. San and T. W. Chong 4-7

beat P. C. Lim and H. T. Lee 6-5

14-19

Total: Past 50, Present 49.

Open Doubles

It is announced that L. Goldman and McEachran have entered the Open Doubles Championship of the Colony together.

After my marriage I'll attend to everybody who has any idea of having a fight with me. The promoters can pick any man they like, the harder the better. I'm not afraid to enter the ring with anyone, and I'll demonstrate how I stand among the men of my class when I climb in between the ropes next time.—Tommy Milligan.

W. S. King, in substituting the finest half-back in all Britain, came through his initial international appearance with flying colours.—T. Muirhead.

T.T. on London

T.T. on Shanghai 78 1/2

Banks

Hong Kong Bank \$1840 b

H.K. London Reg. \$147 1/2 n

Chartered Bank \$23 b

Mercantile A. & B. \$34 n

Mercantile C. \$14 1/2 n

P. & O. Bank \$9 1/2 n

Bank of East Asia \$86 b

Insurances

Canton Insurance \$667 1/2 b

Union Insurance \$398 1/2 b

North China Insurance \$1160 b

Yangtze Insurance \$1850 n

China Underwriters \$240 s

China Fire Insurance \$280 b

Hong Kong Fire Insurance \$780 n

Shipping

Douglases \$88 1/2 n

H.K. Steamboats \$29 s

H.K. Tugs & Lighters \$140 s

Indo-China (Pref.) \$50 b

Indo-China (Def.) \$90 b

Shell Transports \$116/- n

Union Water-boats \$23 1/2 b

Mining

Benguet \$240 b

Kallian Mining Ad. 70/- b 73/- sa

Langkats (Combined) \$10.60 n

Langkats (Single) \$75 1/2 n

Shanghai Explorations \$2.90 n

Shanghai Loans \$73 b

Raubas \$54 n

Tromoh Mines \$17 1/2 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$184 n

H.K. & W. Docks \$40 b

China Providents \$5.80 s & sa

Hongkews \$162 b

New Engineerings \$75 1/2 n

Shanghai Docks \$106 n

Cotton Mills

Ewo Cottons \$13.20 b

Oriental Cottons \$2 1/2 n

Shanghai Cottons (Old) \$65 1/2 b

Shanghai Cottons (New) \$72 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$9.40 s

Hong Kong Lands \$64 b

Shanghai Lands \$165 b

Humphreys' Estates \$14.80 b

Hong Kong Realities \$8 1/2 n

H.K. Territorials —

Prince's Buildings

Public Utilities

H.K. Tramways \$20 1/2 b

Peak Trams (old) \$13 s

Peak Trams (new) \$6.30 n

Star Ferries \$73 1/2 b

China Lights (comb.) —

China Lights (old) \$12 1/2 n

China Lights (new) —

China Lights 1928 issue —

H.K. Electric (old) \$53 b

Electric (new) \$51 1/2 b

Macao Electric \$26 1/2 b

H.K. Telephone \$7 b old

[6.90 b new

China Buses \$11 1/2 b

Singapore Traction \$12/- n

Singapore Prof. \$17 1/2 b

Sandskan Lts. \$5 n

Industrials

China Sugars \$80 cts. n

Malabon Sugars \$23 1/2 b

Canton Ices \$3 1/2 n

Cements (comb.) \$10.20 b

[10.35 s 10.20 sa

Cements (old) \$7.80 n

Cements (new) \$11 1/2 b

Hong Kong Ropes (old) \$7.60 n

Hong Kong Ropes (new) \$7.55 s

United Asbestos \$5 n

Stores, &c.

Dairy Farms \$21 1/2 b

Watsons \$13.30 n

Der A. Wings \$80 cts. b

Lane, Crawfords \$5.05 n

Mackintoshes \$20 n

Sinceres \$9 1/2 b

Wm. Powells \$5.65 n

Miscellaneous

Hong Kong Amusements \$28 1/2 s

Hong Kong Constructions \$1 1/2 n

B. Ind. G. Bonds 68% b

H.K. Govt. Loans 5% Prem. s

7/8

WURM'S "STOMACH DOCTOR"

THE BEST BITTER FOR THE STOMACH.

EATING WITHOUT APPETITE:

drink one liquor-glass "WURM" before repast.

FOR DEFICIENT DIGESTION:

WORLD NEWS IN PICTURES.

German Legislature



Herr Loeb, President of the German Reichstag.

Nephew of a King and His Bride



Left to right, Miss Estelle Manville (an American girl), Count Folke Bernadotte (nephew of the King of Sweden)—who were married, with the Crown Prince of Sweden as "best man;" and Mrs. and Mr. Manville, mother and father of the bride.

Hero of "Vestris"



Albert Duncan, second steward of the ill-fated British s.s. "Vestris," last man to leave excepting the captain.

Dances for Church



In order to raise funds for church improvements, Mrs. Henry Scott Rubel (above), wife of a Chicago pastor, is teaching parishioners to dance for benefit entertainments. She was formerly Dorothy Douel, of the famous Duell sister dancers.

Bearing Japan's Sacred Treasures



This unusual photo shows the Kashiko Dokoro, a silken palanquin, containing the sacred treasures of Japan's Imperial family, being borne to the Kyoto place on the shoulders of two-score young men, the occasion being the crowning of Emperor Hirohito as the 124th ruler of the Japanese Empire.

Secretary of State?



Mr. Henry P. Fletcher (above), the U.S. Ambassador to Italy, who accompanied President-elect Hoover on his visit to Central and South America, is thought to have a chance for the post of Secretary of State after March 4.

Lupe Velez



The clever Mexican screen actress.

Comparative Size



The U.S.S. "Wyoming," a super-dreadnought, against a background of skyscrapers. Notice the Woolworth-building in the distance.

Journalist's Death



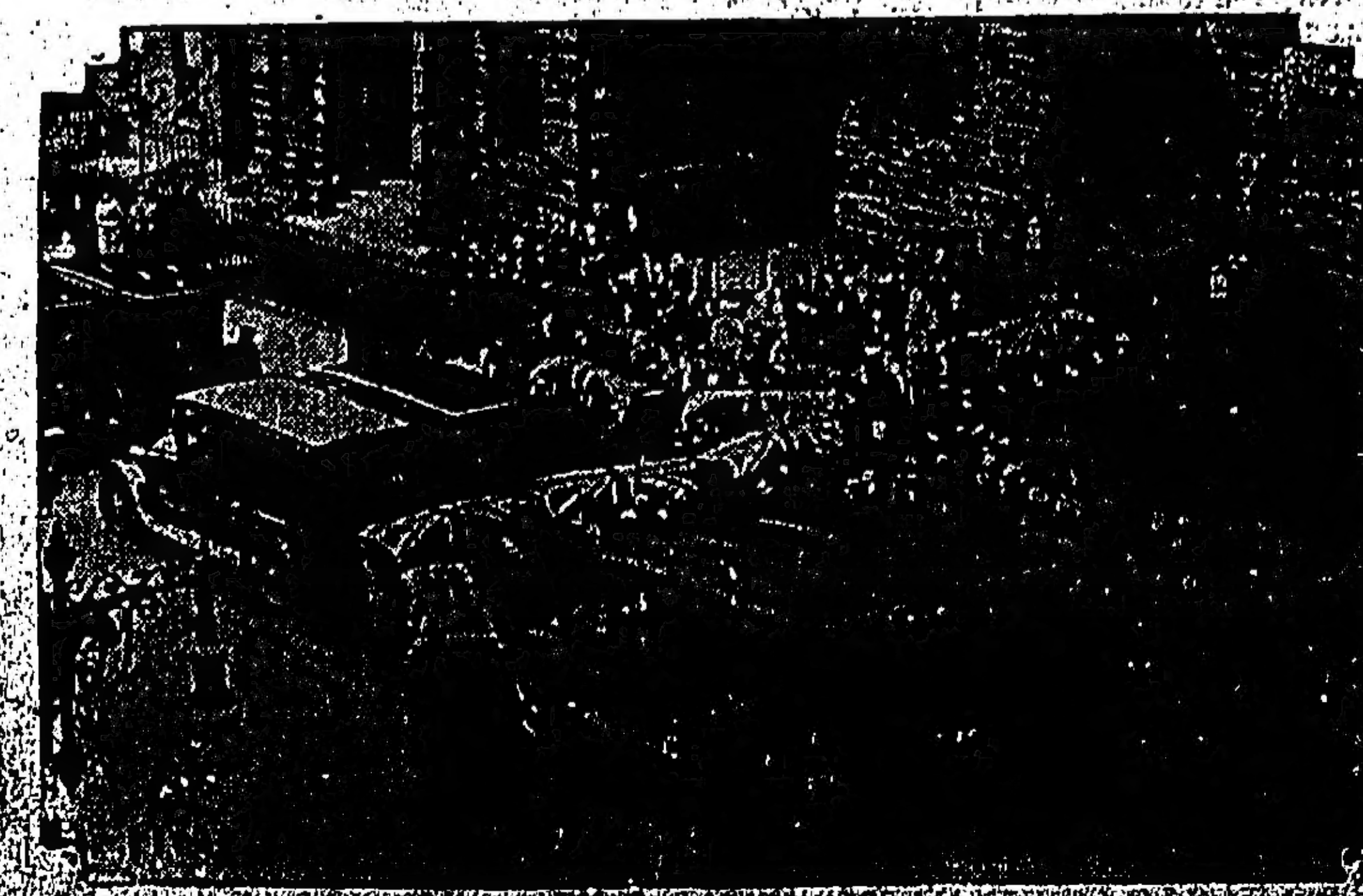
Mr. Wm. Bradford Merrill, an American journalist of international repute, who succumbed to pneumonia at the age of 87.

Constance Talmadge



The film star, Constance Talmadge, in Paris with her sister.

Last Rites for the "Vestris" Victims



The last tragic chapter in the "Vestris" drama, as the casket of one of the victims is lowered into the ground at the funeral home in Paris.

Bravery



Mrs. Laurence Moore, the 40-year-old widow of the "Vestris" who held a life insurance policy on her husband, was saved.

COUNT THE "MAILS"

THEN LOOK AT THE READER
AND YOU WILL SEE THAT HE IS A MAN
WHO CAN AFFORD TO BUY
WHAT YOU HAVE FOR SALE.

IT IS A QUALITY CIRCULATION
THAT PAYS.

IT IS FAR CHEAPER TO ADVERTISE

In a Newspaper That Reaches the People Who Can
Afford to Buy Than to Advertise in a Paper That
Reaches People Who Cannot Afford to Buy.

LOOK AT THE READER

Before You Decide Which Paper Shall Carry
Your Advertisement.

THE "MAIL" CLAIMS

THAT IT REACHES THE BUYER.

THEREFORE

ADVERTISE IN THE "MAIL."

SIR ERNEST BENN
on
NET SALES

Brains Not Stomachs.

Speaking at the Annual Meeting of
Benn Brothers, Ltd., in August
last, Sir Ernest Benn *inter alia*
said:—

"The company has increased its
turnover from \$80,000 two or
three years ago to nearly a
quarter of a million sterling and
this increase can be very largely
attributed to judicious adver-
tising."

OUR ADVERTISING EXPERIENCE IS AT
YOUR SERVICE.

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Highest tests and uniform qualities.
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Satisfaction unsurpassed.

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MR. R. CHONDA
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 Government Civil Hospital, and
 the same place as the local
 hospital.



THE MOTORISTS' PAGE



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HAVE ARRIVED

DO NOT FAIL TO SEE THESE NEWLY DESIGNED MODELS BEFORE CHOOSING YOUR NEXT MOUNT

ABSOLUTELY THE VERY BEST VALUE FOR YOUR MONEY.

THE SINCERE CO., LTD.

NOW ON DISPLAY

THE FAMOUS F. N.

FAVOR

GILLET D'ERSTAL

and

MONET & GOYON

MOTOR CYCLES

WITH OR WITHOUT SIDE-CAR.

ALL ACCESSORIES AND SPARE PARTS

IN STOCK.

EASY PAYMENTS CAN BE ARRANGED

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46, Nathan Road, Kowloon.

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BUICK—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
CADILLAC—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHEVROLET—Hongkong Hotel Garage, Queen's Road, C. 4759.
CHRYSLER—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOI—Wai On Tseung, Ltd., 243 Des Voeux Road, C. Tel. C. 711.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
OAKLAND—Lane, Crawford, Ltd.
OLDSMOBILE—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PACKARD—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
PONTIAC—Lane, Crawford, Ltd.
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SINGER—Gilman & Co., 4a, Des Voeux Road Central.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
VAUXHALL—Lane, Crawford, Ltd.
WHIPPLE—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT—Gilman & Co., 4a, Des Voeux Road Central.

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FEDERAL TRUCKS—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
GUY—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS—Hongkong Hotel Garage, Queen's Road, C. 4759.
STUDEBAKER—Hongkong Hotel Garage, Queen's Road, C. 4759.
WILLYS KNIGHT TRUCKS—Gilman & Co., Ltd., Des Voeux Rd. C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road, C. 1067.
NEW HUDSON—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
RALEIGH—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROYAL ENFIELD—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES—Hong Kong Hotel Garage, Queen's Road, C. 4759.
ACCESSORIES—The Duro Motor Co., Nathan Road, Kowloon, K. 228.
AUTO-TOTAL FIRE EXTINGUISHERS—Keller, Korn & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
FIRESTONE TYRES—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley, C. 1247.
MILLER ACCESSORIES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MILLER TYRES—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
PRESTON BATTERIES—Hongkong Hotel Garage, Queen's Road, C. 4759.

SPEED RECORDS

STUDEBAKER APPLIES FOR MORE

PRESIDENT EIGHTS

Application for five new international speed records established in November by The President Eight on the Atlantic City Speedway has been made to the International Association of Recognized Automobile Clubs in Paris by The American Automobile Association for The Studebaker Corporation of America.

The new speed marks were made when two fully equipped stock President Eight Roadsters swept around the mile-and-a-half speed bowl through rain and fog for 24 hours of continuous speed at averages in excess of 85 miles an hour. One car maintained an average of 85.20 and the other finished at 85.08 miles per hour.

The President's performance established twelve new American records for fully equipped stock cars and gave Studebaker a clean sweep of every official record for fully equipped stock cars regardless of power or price or type of car. The official certificate of performance prepared by the Contest Board of the American Automobile Association, which sanctioned and supervised the run, awards Studebaker seven new distance records from 5 to 2,000 miles and five period records from 1 to 24 hours.

Five Asked For

The five new international records which the International Association of R.A.C. has been asked to certify are for 2,000 miles, 2,000 kilometres, 3,000 kilometres, 24 hours in miles per hour, and 24 hours in kilometres per hour. The average speeds established for these periods follow:

2,000 kilometres—136.604 kilometres per hour.
2,000 miles—85.20 miles per hour.
3,000 kilometres—137.23 kilometres per hour.
24 hours—137.11 kilometres per hour.
24 hours—85.20 miles per hour.

Distinction is made between miles per hour and kilometres per hour because of the fact that the International Association, which is the governing body of world automobile racing, lists and awards world and international recognition to speed marks measured both by European and American tables of distances.

These new marks for which application is being made are in addition to the five world records and eight international records already awarded The President as a result of its sensational 30,000 mile run made last summer at an average speed of more than 68 miles per hour. The world records cover distances from 10,000 to 30,000 miles and represent the highest speed for those distances made by any class of car, stock or racing. The eight international records apply for distances from 3,000 to 30,000 miles, and cover performances made by any type of car in the five to eight litre displacement class.

HELPED OFFICIALS

COMMANDER "COPS" TWO PRISONERS

The role of the automobile in law enforcement was illustrated in the United States recently when a Studebaker Commander aided officials of the Illinois State Reformatory in the capture and speedy return of two escaped prisoners.

The prisoners were located in Ironton, Ohio, 482 miles from the reformatory, which is located in Pontiac, Illinois. Covering this distance on one day's drive, the officials secured the prisoners and started the return journey.

Due to the gang affiliations of the prisoners, it was necessary to make the last stage of the return trip from Indianapolis to Pontiac as rapidly as possible. The last 210 miles of the distance were covered in just 210 minutes in spite of two detours. The time was checked by the watches of the three reformatory officials in the car.

A significant feature of the run is the fact that The Commander, which made the trip, had been driven a total of 31,000 miles. It is a testament to the reliability of the car that it has been driven for so long without any major repairs other than having its valves ground.

SAN REMO RALLY

DETAILS OF TOURING COMPETITION

FIRST TO ARRIVE

First to arrive in the San Remo rally, a touring competition in which the participants set out from distant points for this Italian seaside resort, was Major Urdareanu, of the Roumanian Royal Guards, who drove a 520 Model Fiat from Bucharest over the rain sodden roads of Hungary and Austria. The noted actress, Miss Mimi Aymer, took first prize in the speed contest with a six cylinder Fiat 520, and another attraction at the San Remo gathering was the presentation of a complete series of 1929 model Fiats under the control of the famous veteran race driver Felice Nazzari.

Out of the eleven Fiat cars entered in the Concours d'Elegance at Ferrara, Italy, eight of them won first prizes in their respective classes, while the remaining three were awarded second prizes. The event united all the leading Italian and American makes.

At Turin, where a Concours d'Elegance was held in the presence of the Duke of Genoa and the Duke of Ancona, first prizes for stock cars were won by Fiats in three out of the four classes provided. In addition, the Royal Automobile Club gold medal for the best group of cars with standard bodies and three gold shields were captured by Fiats in face of Italian, French and American competition.

The only Fiat entered in the Dutch East Indies motor bus competition secured first prize after a magnificent run in which only two points were lost. The second prize was awarded to a Chrysler. The route selected was unusually difficult and competition was keen.

PRICES TOO HIGH

WHY BRITISH CARS FAIL ABROAD

COLONIAL OPINION

"Nothing that has been displayed at the Motor Show at Olympia will have the effect of developing the overseas market for the British car."

This is the considered opinion of Mr. Duncan McMillan, Professor of Automobile Engineering at the Cape Town University, who was recently on a visit to London, and who spent a great deal of time at the Motor Show.

In an interview with a "Daily Telegraph" representative, he said that there was not the slightest doubt that the exhibition this year had been a splendid one from the point of view of the English motorist. The prices of the more expensive cars had been decreased, and equipment, design, and fittings improved in all the cars which had been shown at Olympia.

He did not think, however, that the British manufacturer deserved an equal amount of praise when one considered the show from the standpoint of the Dominion market.

"It may be that the British manufacturer is content to provide a car for his home market," he said, "and if this is the case, so long as he is protected by a 33 per cent. tariff, there will be little necessity for him to make further efforts or changes in his policy. But if he wants to regain any considerable proportion of the market which he lost while helping his country during the war, some radical change in policy must be made."

"No two authorities I must admit have the same ideas as to which form this change should take. The remedy suggested by some is the want of success of the British car overseas."

Loss of power to the engine, for which the English horse-power tax is blamed.

Unreliability of the general design, and

The difficulty of obtaining spares. Although these factors are of some importance, especially the last one, I am of the opinion that they do not form the main obstacles to an increase in sales."

"I cannot complete the factor, which counts more than anything else in the price of a car," Professor McMillan declared. "This is where the British car fails. It is not a person's car, it is a car. It is not a car that is built for the owner, it is a car that is built for the dealer. It is not a car that is built for the motorist, it is a car that is built for the manufacturer. It is not a car that is built for the customer, it is a car that is built for the dealer. It is not a car that is built for the motorist, it is a car that is built for the manufacturer. It is not a car that is built for the customer, it is a car that is built for the dealer."

COMFORT

Haven't you always wanted a car where the comfort of an arm chair was maintained mile after mile, throughout a day of rapid travel, over roads both good and bad?

In the New Oldsmobile Six there is room to stretch your legs, the seats are moulded to the form of your back. Springs are long and wide and the hydraulic shock absorbers remove even the small jars.

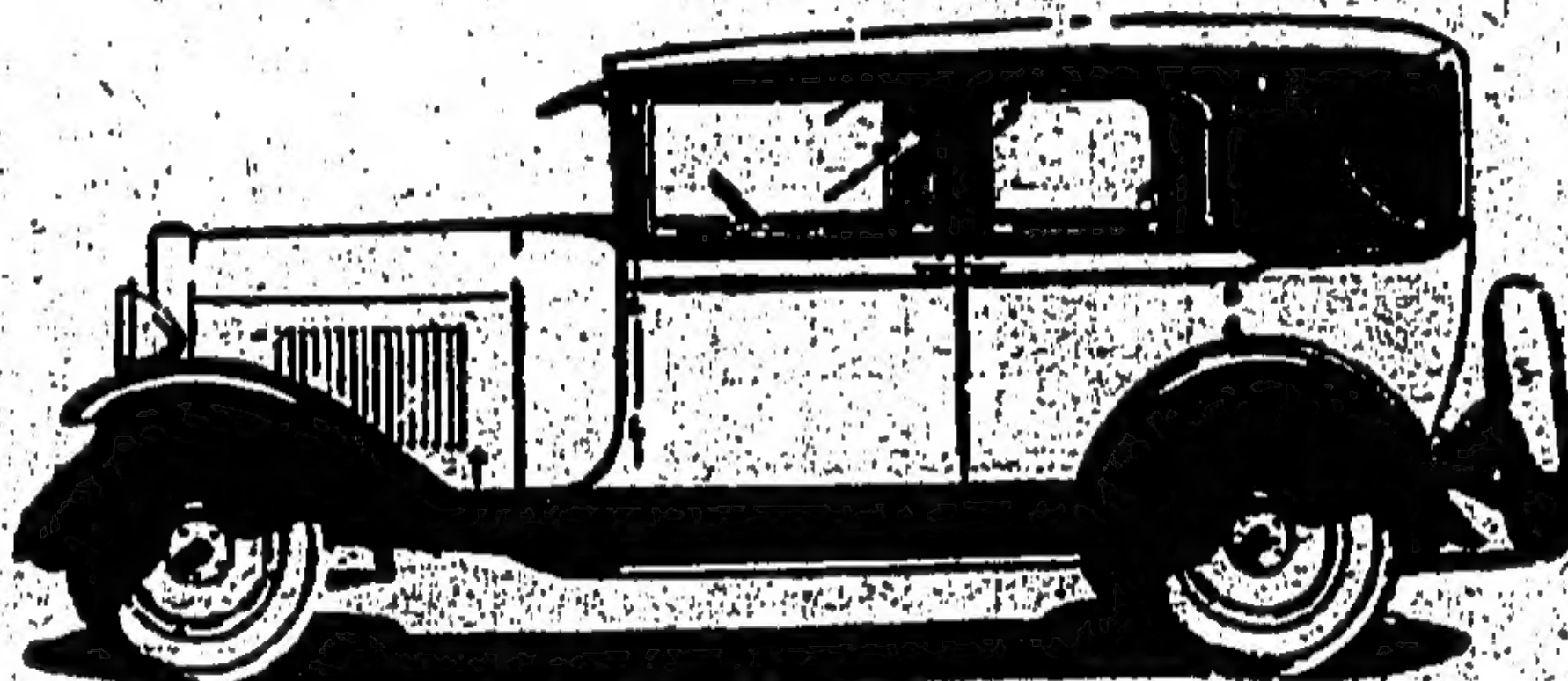
Here you have comfort and riding qualities built right into the car. They will not vary as you flash, care-free, past thousands and thousands of milestones.

Touring	M\$2,500.00
Roadster	M\$2,500.00
Sedan (2-door)	M\$2,600.00
Sedan (4-door)	M\$2,800.00

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247

33 WONG NEI CHUNG ROAD, HAPPY VALLEY.



YOU CAN BUY A BIGGER CAR BUT NOT A BETTER ONE.

"This higher price was claimed to be justified by the superiority in appearance, and the lasting qualities of the British car over its competitors. In regard to the lasting qualities of the British car, these have been levelled up to such an extent that the advantage now is only a small one."

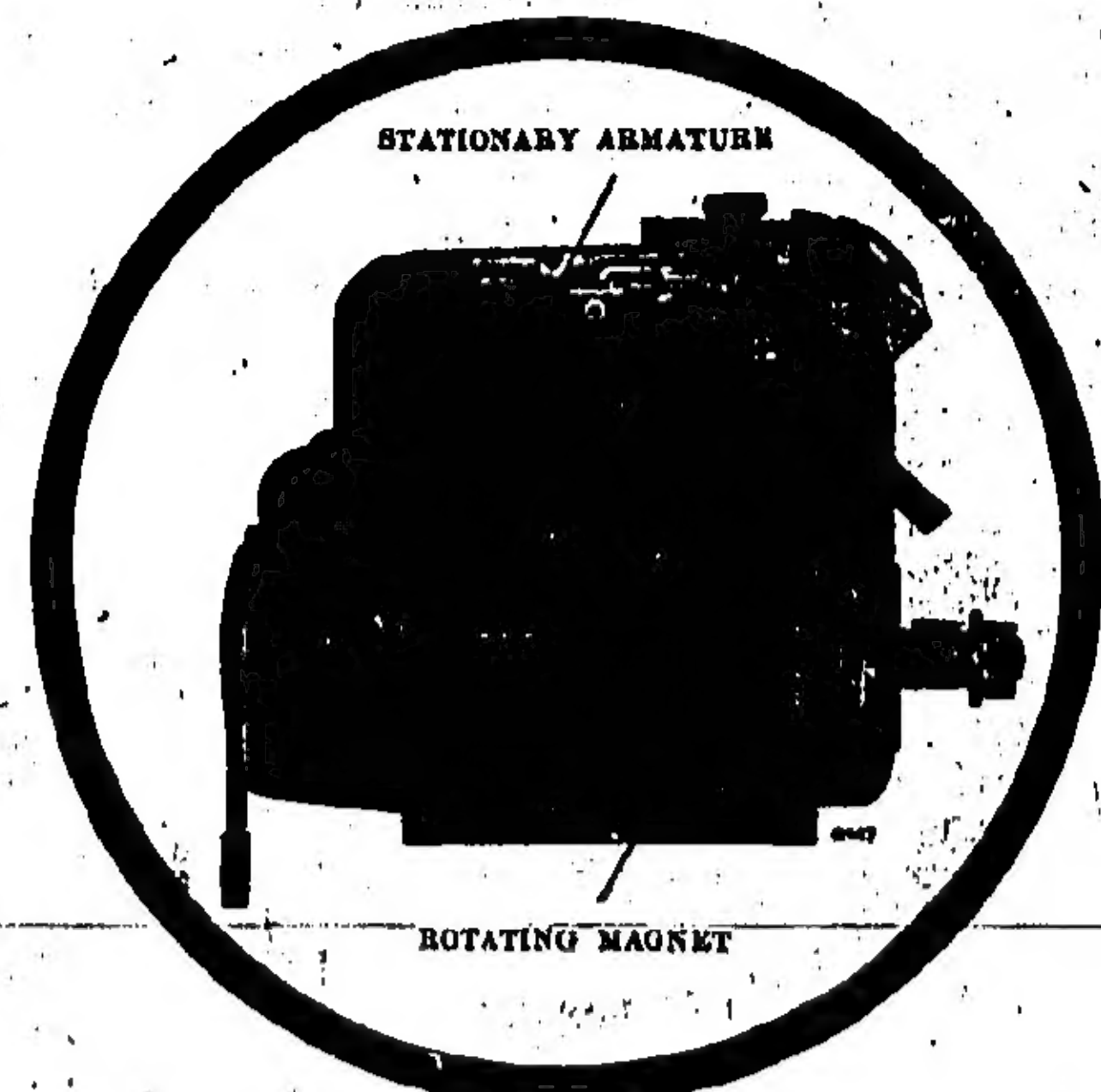
On external appearance the American car now leads the world, though when it comes to the engine and transmission mechanism the British car has still an advantage. That being so, for equal accommodation, comfort, and speed the agent for the British car can demand a price which is only slightly higher than that asked by his rival salesman of American cars.

DIFFICULT STARTING

Dirty plugs, plugs with weak insulators, dirty contact points, too low a float level, or too weak a mixture, are all contributory factors to difficult starting. The platinum points of the contact-breaker may be oily, dirty or badly adjusted. The rocking lever may not be working freely on its fibre bush, which would prevent the platinum points from making contact. The fault is more likely to lie with the contact-breaker or distributor rather than with the sparking plugs, for all plugs are not likely to fail simultaneously. In the case of magneto ignition, test the magneto by disconnecting a high-tension cable from a sparking plug, and hold the end of it close to the cylinder while the crankshaft is rotated. If no spark can be obtained, the cable leading to the magneto switch may be at fault.

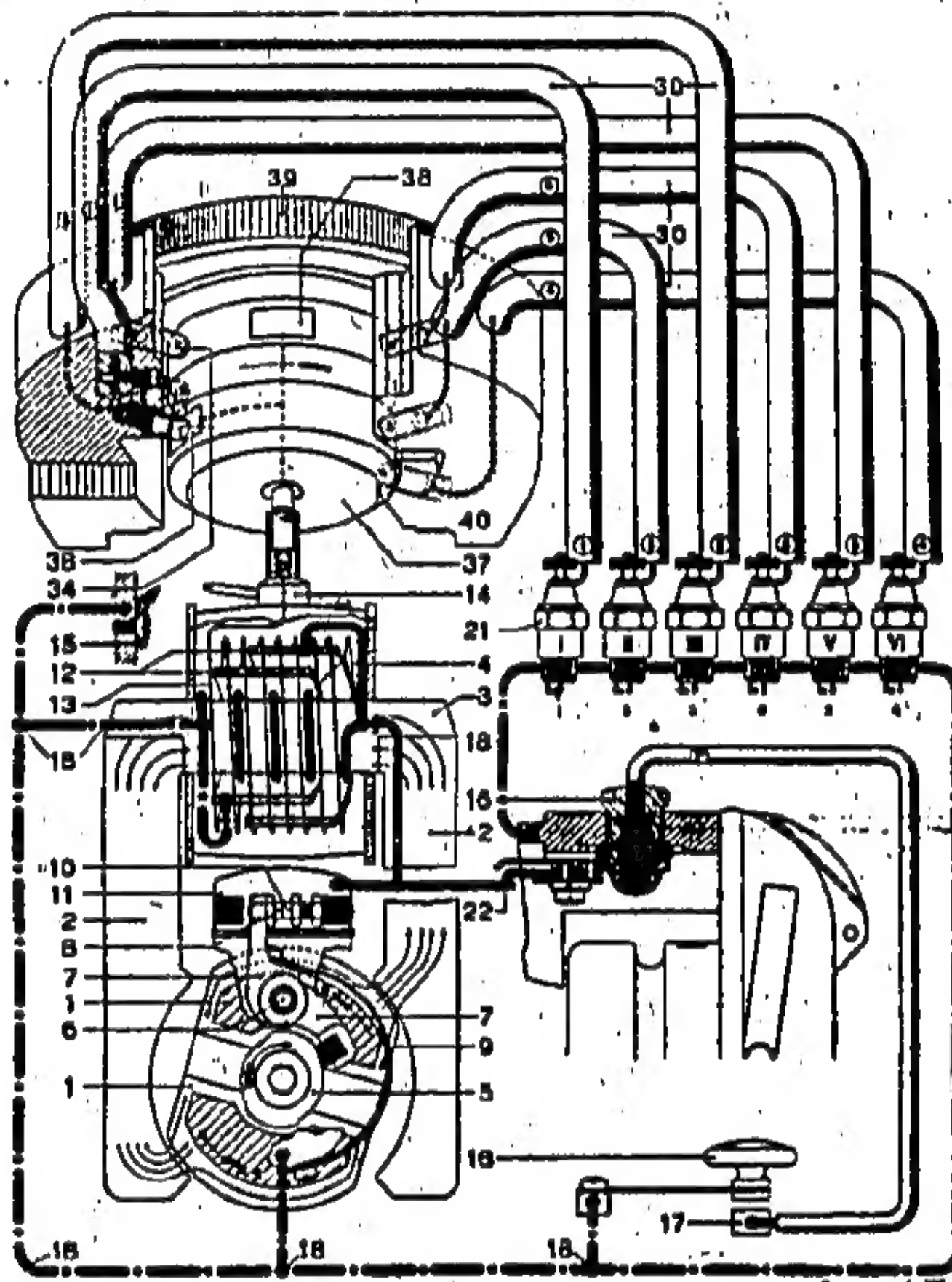
The magneto switch may be out of order, thus causing the current to short-circuit. If a good spark makes place between the high-tension cable and the cylinder, it is well to examine the sparking plugs to make sure that the points are clean and properly adjusted. Should a plug refuse to fire in order to make the engine start, it may be that the plug is too tight, or that the gap is too wide, or that the plug is too old, or that the plug is too new, or that the plug is too good, or that the plug is too bad, or that the plug is too much, or that the plug is too little, or that the plug is too big, or that the plug is too small, or that the plug is too long, or that the plug is too short, or that the plug is too wide, or that the plug is too narrow, or that the plug is too deep, or that the plug is too shallow, or that the plug is too hot, or that the plug is too cold, or that the plug is too dry, or that the plug is too wet, or that the plug is too clean, or that the plug is too dirty, or that the plug is too new, or that the plug is too old, or that the plug is too good, or that the plug is too bad, or that the plug is too much, or that the plug is too little, or that the plug is too big, or that the plug is too small, or that the plug is too 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too wide, or that the plug is too narrow, or that the plug is too deep, or that the plug is too shallow,

PRINCIPLE OF THE SCINTILLA MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its permanent magnet, the most robust part in any magneto, rotates. The delicate parts, such as the contact breaker with its contact points and the armature, are stationary.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realised.



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FOUR SPEED GEAR SELF CHANGING AND SILENT UNIQUE INNOVATION

For nearly 30 years the best brains in automobile engineering have wrestled with the problem of devising a gearbox which shall be childishly simple to operate, silent in action and infinitely resistant to wear.

Despite these efforts, however, gear changing is still sufficiently difficult to make an expert hesitate before guaranteeing to make perfect changes of speed under all conditions. As for the beginner, gear changing is, and always has been, his or her chief trouble, and until this operation is made as easy as say steering or braking, the art of driving a motor car cannot be considered to have been reduced to its simplest form.

Tremendous Advances
Now at last we can announce a tremendous and revolutionary advance made possible by scrapping the old sliding gear kind of box and substituting for it a gear of the always-in-mesh internal type in which changes of speed are made automatically, the driver only selecting the gear.

In this box the gears are concentric and the tooth pressure is less than with the old type as more teeth are in more continuous engagement. The box made its first public appearance at the Olympia Show, where it was standardised on the 30 h.p. and Long and Short 20 h.p. Armstrong Siddeley models at an extra cost of £50 and £35 respectively.

This new self-changing gear has long since passed its experimental stage. Plans for its development were announced as long ago as 1923 and the first model was actually on the road early in 1924. Since then one box has covered over 50,000 miles without any attention or adjustment and many others have been subjected to the most searching tests, both in Britain and on the Continent. A Short 20 h.p. Armstrong Siddeley fitted with the new self-changing box was recently tested successfully over some of the worst mountain passes in Europe.

New Sensation
To drive or be driven in one of the new self-changing Armstrong Siddeleys produces an entirely new motoring sensation and at the same time creates in one utterly new standards of car silence, acceleration and ease of control.

To begin with it is impossible for the passengers to tell on what gear the car is running for the simple reason that all the gears are equally silent. Even to a trained ear the only indication of an alteration of gear is provided by a slight change in the hum of the engine occasioned by a variation in its rate of turning.

The second outstanding feature of the gear is the ease, rapidity and silence with which a change of speed can be made. The arrangement of the control is entirely different to, and much simpler and more convenient than, the ordinary kind. It merely consists of a pedal taking the place of the usual clutch pedal and one short selector lever mounted in a dial above the steering wheel. The dial carries marks which indicate low (1), medium (2), normal (3), high (4), reverse and neutral positions for the short selector lever which replaces the usual long change speed lever control. The short lever selects the gear while the pedal allows the gear to change itself, a point of importance being the fact that one gear can be selected while the car is running on another, the selected gear only being put into

use when the control pedal is operated.

When about to start away with the engine running the short selector lever is naturally in the neutral position on the steering wheel dial. It is then moved into the low or reverse position and upon the control pedal being fully depressed and released the car glides away. When or before it is desired to change up the short selector lever is moved into the medium speed position, but until the control pedal is again depressed and released the actual change of speed is postponed. Normal or high speeds are operated in exactly the same manner, the act of changing down following the same routine in that the desired gear or neutral is first of all selected by placing the short selector lever in the correct position on the dial and the box is allowed to change itself later by depressing and releasing the control pedal.

Gear Silence

Changes either up or down can be made with startling rapidity in dead silence, the time taken to change gear being governed by the time taken to move the selector lever and depress and release the pedal. As many as fifteen changes in ten seconds were recently made in the course of a special test. With this four-speed gear changing is a real pleasure, whereas with the old types of four-speed gear the best and fullest use of the box was seldom achieved because of the noise on the indirect gears.

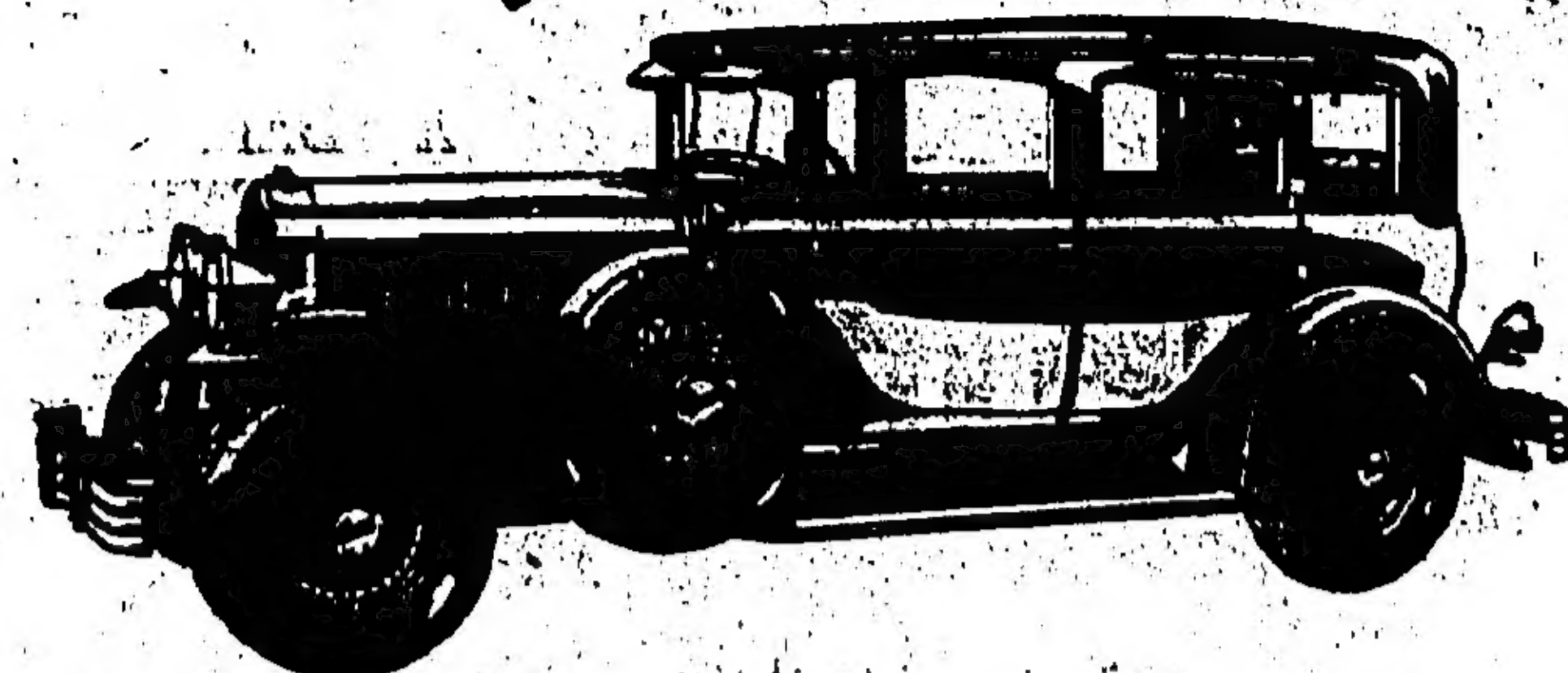
When running in the ordinary manner the control pedal can be used as the clutch pedal and will only allow the gear to change itself when the selector lever has been moved and when the pedal has been fully depressed. When partly depressed it always acts as a clutch pedal, although there is no clutch in the accepted sense of the word.

No Fumbling

With this gear and this control there can be no nervousness, no fumbling, no taking the eye off the road, no missing the change or crashing the teeth. Imagine, for instance, a car so equipped approaching a steep, twisting hill on high or fourth gear. Long before the hill is reached the driver has moved his selector lever into medium, knowing that he is faced with a steep and sudden hairpin bend. He approaches the corner on high, and a second or two before reaching the gradient simply depresses and releases the control pedal. Instantaneously medium gear comes into operation and the car roars up the steep pitch. Meanwhile the driver moves the selector lever to say, normal speed, and, having breasted the worst gradient, depresses and releases the pedal again. Normal gear comes into operation immediately and the hill is finished at speed and without passengers having realised that the gears had been changed twice, so smooth and so silent had the operation been.

Or consider the same car in traffic. Picture the tremendous acceleration and confidence that this new control gives the driver. Feel the car leap forward as a lower gear is called upon and the throttle is opened up. Note how this surging acceleration is maintained from a walking pace up to the speed of an express train, merely by using this wonderful gear control and allowing the engine always to operate under the most favourable conditions. Calculate the gain in average speed made possible by this silent, simple, self-changing gearbox. Forget the old cranking, straining and fumbling for the lever in the new joy of this steering-wheel-gear-control and count too as a new pleasure this wonderful sensation of motoring in perpetual silence—uphill as well as on the level.

The NEW BUICK is the NEW STYLE



A triumph in individual beauty... a refreshing and radical departure from the tiresome commonplace... a new style, a richer style, a more alluring style than the world has ever known!

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Here is an entirely new scheme of body lines and contours—arresting new color combinations—matchless new interiors—new appointments of comfort and convenience unapproached by any other automobile of the day!

Here is true distinction wedded to genu-

THE SILVER ANNIVERSARY BUICK

ine good taste. Here is a new style—a richer style—a more alluring style—than the motor world has ever known. And here, too, is tremendous increase in power, in flexibility, in responsiveness—so outstanding as to amaze even those motorists who have long been familiar with Buick's superior performance.

That is why America is according the Silver Anniversary Buick the most enthusiastic reception every enjoyed by any fine car. That is why this beautiful new Buick has already become a country-wide vogue!

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

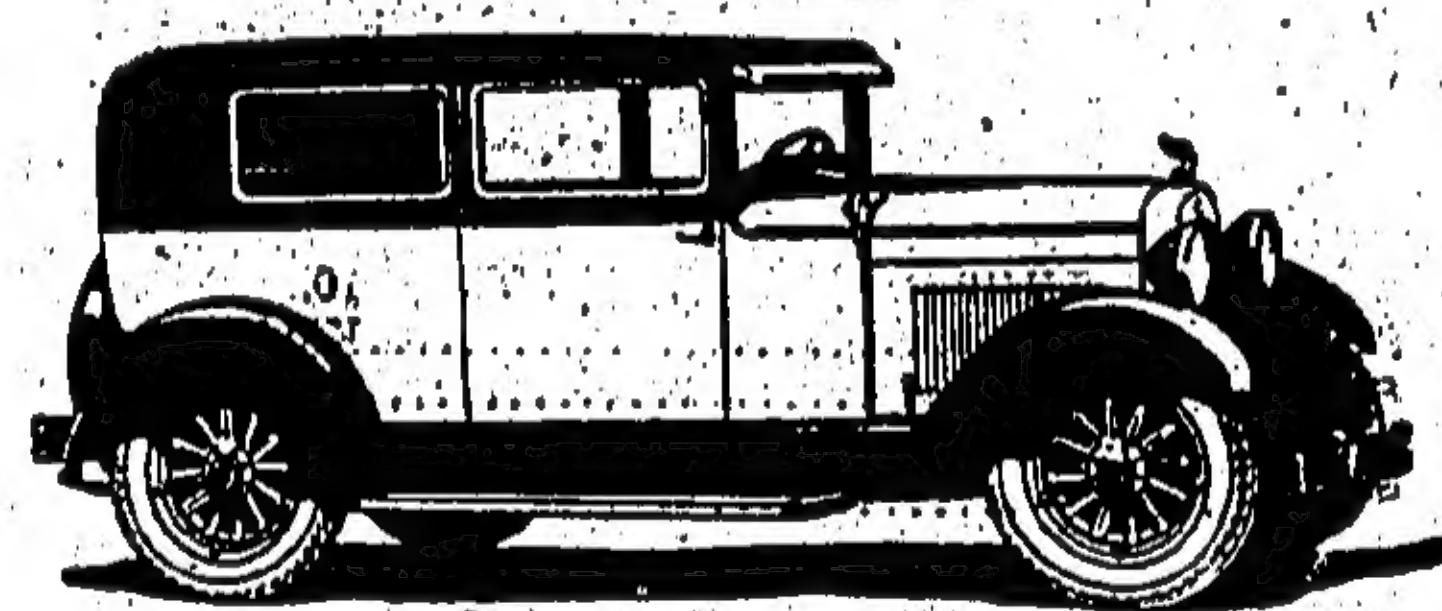
POSITIONS STANDARDISED

The position of controls on a car has now been standardised in England. These are as follows: For the pedals, the acceleration is placed on the extreme right. The brake lever is always on the outside of the gear lever, whether placed centrally in the car or on the driver's right hand. The gear lever moves right and back for top gear, right and forward for third (or second, in the case of three speeds), left and back for first (or second), and forward-left for reverse or first. When controls are placed on the steering wheel the throttle is on the right, opening upwards, and the ignition on the left, advancing upwards. In time this will become standard practice on all cars.

C. S. Staniland, who is well known as a racing driver at Brooklands, has been accorded the signal honour of being selected as one of the three pilots for next year's Schneider Cup Competition.

A school of pedestrians has been established in Budapest; in America, where 25,000 walkers are killed annually, the same idea is being considered. A handbook issued on the subject is entitled "Stay Alive!"

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UNUSUAL

TRANSPORTATION SERVICE IN SUMATRA

An unusual transportation service which illustrates the rapid motorisation taking place in every section of the world, is maintained in Sumatra, Dutch East Indies, by the Deli Railway Company.

The Company operates three Studebaker buses in daily service between two cities in the mountainous part of the island. From sea level the route climbs to an elevation of 5,000 feet in the comparatively short distance of 45 miles. In spite of the fact that the Medan-Brastagi-road covered by the three Studebakers is one of the steepest and most dangerous in the world, the buses cover the distance in less than two hours.

The satisfactory service rendered by Studebaker equipment recently led to the purchase of a President Eight by the director of the railway company for his own use.

GERMAN IMPORTS

One-third of all cars imported into Germany during the first six months of 1928 were of Fiat construction, according to figures just given out. During these six months the number of automobiles imported into Germany

was 7,300, compared with 6,000 during the corresponding period of 1927 and about 5,000 during the first half of 1926.

Italy holds second place as an importing nation on the German market, and the bulk of these cars are of Fiat make. During the first six months of the past year this firm sent 2,360 cars into Germany, compared with 1,362 in the first six months of 1927 and 1,129 during the corresponding period of the previous year. Other Italian firms followed with comparatively small shipments. The success of Fiat on this market must be attributed to its highly efficient commercial organization.

MOTOR BOAT TROPHY

The gallant attempt of Miss Carstairs, the well-known woman marine motorist, to bring back from America the British International Trophy was unsuccessful through a stroke of ill-luck. The British challenger had had a speed boat, "Estelle II," specially built in England and fitted with a British 900 h.p. engine. This remarkable 21 ft. craft was shipped over to America for the races which took place at Detroit on September 1 and 2. In the first day's racing, however, after making a good start and covering two miles, the boat overturned. Miss Carstairs' breaking two ribs and her mechanic also sustaining injuries.

Car Burned in Love Tragedy?



Remains of car which was burned in a love tragedy. The car was owned by a young man who was killed in the fire. The car was found in a field near a road. The fire was caused by a gas leak. The car was a 1928 model. The fire was extinguished by a fire engine. The car was a dark color. The car was a sedan. The car was a four-door car. The car was a 1928 model. The fire was caused by a gas leak. The car was found in a field near a road. The fire was extinguished by a fire engine. The car was a dark color. The car was a sedan. The car was a four-door car. The car was a 1928 model.

PUMP OBSTRUCTION

MINISTRY OF TRANSPORT'S WARNING

An official circular recently issued by the Ministry of Transport calls attention to the obstruction caused in roadways by the erection of petrol pumps. The circular points out that "while during the past five years many Local Authorities have adopted the policy recommended by Col. Ashley, there are others who have not only permitted existing pumps to remain on the highways, but have also allowed further installations to be erected."

"I am to point out that owing to the constant increase of traffic very large sums are being spent annually on the widening of roads in order that more space may be available for vehicles and foot passengers. In carrying out these widening the aid of the Ministry is almost invariably invoked and a substantial share of the cost is commonly provided by the Road Fund. Now, when contractions are also made towards the maintenance of the roads in question

"It is clearly not in the public interest that while local and national funds are thus being spent in widening highways and removing encroachments, authorities should now permit a new form of obstruction standing sometimes on the very land which has been acquired for widening the road."

"I am accordingly to state that where land dedicated as part of the public highway is allowed to be obstructed by petrol pumps or other similar installations, the grants from the Road Fund towards the maintenance and improvement of the roads concerned will be jeopardised."

"OAKLAND"

THE SHARTEST CAR ON THE ROAD

L. & L. LTD.

